Alabama Traffic Crash Facts 2000

CLICK IT OR TICKET!

Read about Primary Seatbelt Law on page 34

Acknowledgements

This report was assembled from data provided by the Alabama Department of Public Safety. Each crash record, whether completed by a local police officer or a member of the Alabama Highway Patrol, was sent to Montgomery and entered into a centralized database maintained by the Department of Public Safety. The data summaries were provided by the Alabama Department of Transportation, who also provided funding for this effort along with the Alabama Department of Economic and Community Affairs - Traffic Safety Section.

The report itself was created by personnel at the University of Alabama Engineering Research Laboratory. Statistical information was augmented by the Critical Analysis Reporting Environment (CARE), a national award-winning computer system developed in Alabama that is now being employed to process several state and federal traffic and aviation crash/incident databases. Additional summaries of information as well as reports are available on the CARE web site:

http://care.cs.ua.edu

This site supports the on-line generation of summary information from the Alabama crash database. For more information on this capability or additional crash information contact:

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2000

Prepared Through The Cooperation Of The Following Agencies

Alabama Department of Transportation

Alabama Department of Public Safety

Alabama Department of Economic and Community Affairs

Alabama Department of Education

Dedicated to those people in Alabama

working in traffic safety activities

Table of Contents

OFFICE OF THE GOVERNOR

DON SIEGELMAN
GOVERNOR

STATE OF ALABAMA

STATE CAPITOL
600 DEXTER AVENUE, ROOM N-104
MONTGOMERY, ALABAMA 36130

(334) 242-7100
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Dear Friends:

During the past year, Alabama has seen major improvements in several aspects of its traffic safety efforts. We have increased seatbelt usage in our state from 59 to 71 percent, largely as the result of Alabama's primary restraint law. These and other efforts have led to a great reduction in the number of traffic fatalities on our roadway.

I hasten to add, however, that even one traffic fatality is too many. We must continue our pursuit of highway and traffic safety to help ensure the safety of all who share Alabama's roadways.

This edition of the *Alabama Traffic Crash Facts* book is intended to assist in this regard by providing useful summary information and a means of access to further resources via CARE, a Web site dedicated to providing detailed safety information.

Alabama Traffic Crash Facts promises its readers a better understanding of Alabama's work in traffic safety enforcement, education, legislation and engineering. I hope this publication, which highlights Alabama's successful safety efforts, will encourage your renewed commitment to highway and traffic safety. Alabama needs your help as we continue to strive for greater success in the years to come.

With best regards, I am …

Sincerely,

Don Siegelman
Governor

DS/me/ec

Quick Facts 2000

	The 2000 Toll	2000	vs	1999
Persons Killed	986	down		14.1%
Persons Injured	43,499	down		7.6%
Reported Crashes	132,627	down		3.7%
Miles Travelled	56,571,000,000	up		0.3%

There were 986 people killed in 905 fatal crashes.

One traffic crash was reported every 238 seconds.

One person was injured in a traffic crash each 12 minutes and 6 seconds.

One person was killed every 8 hours and 54 minutes in a traffic crash.

Most Alabama crashes (70.5%) occurred in urban areas, but most fatalities (69.9%) occurred in rural areas.

For each person killed, there were 44.1 injured.

Of all drivers involved in fatal crashes, 12.4% were age 19 or under, and 25.5% were under 25 years of age.

Of all fatal crashes, 43.4% occurred at night.

The 2000 pedestrian death toll was 61.

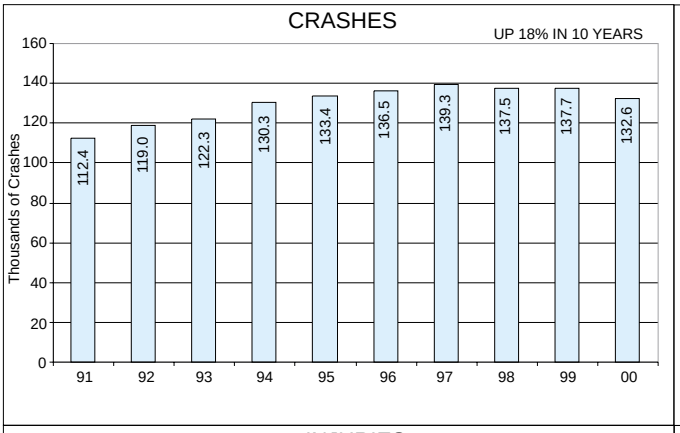
There were 43 fatalities among motorcycle or moped riders.

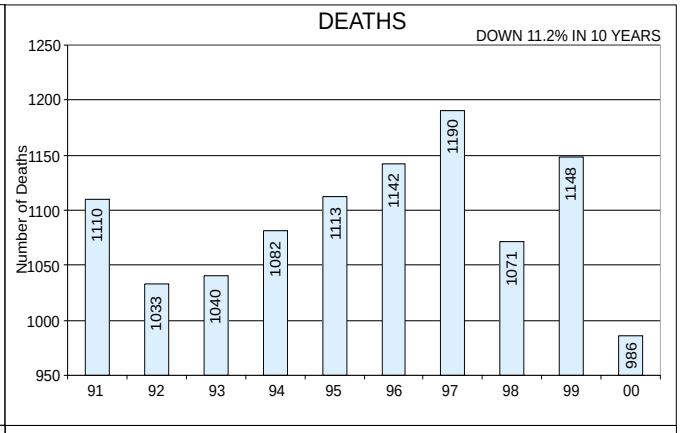
Bicyclists accounted for 7 fatalities.

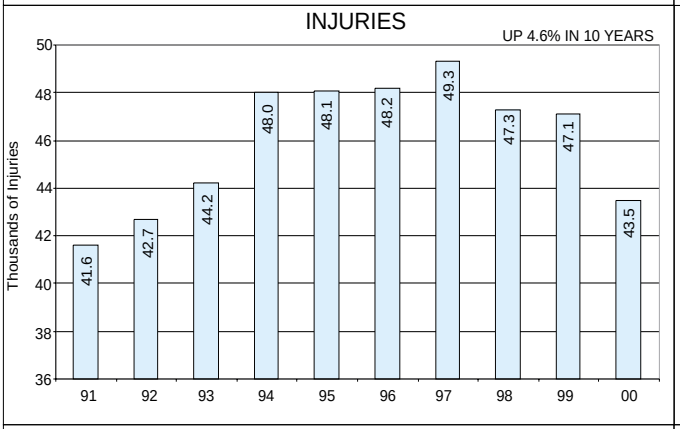
Only 185 automobile fatalities (21.1%) were wearing seat belts, while the remaining 78.8% were not using seat belts.

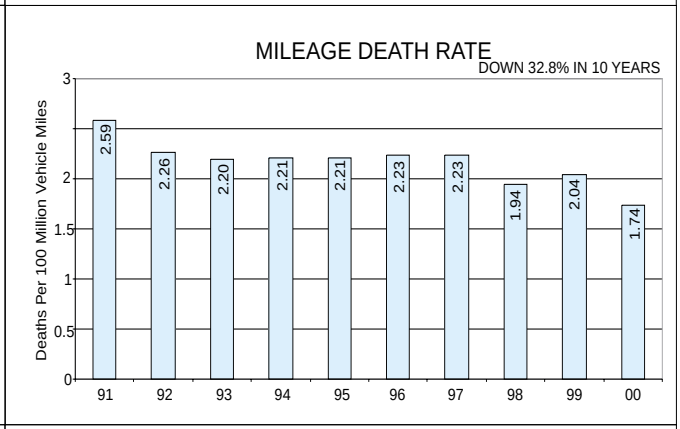
Based On 2000 Data, If You Are A Typical Driver In Alabama, There Is A 54% Probability That You Will Be Involved In An Injury Or Fatal Crash While Driving An Automobile During Your Lifetime!

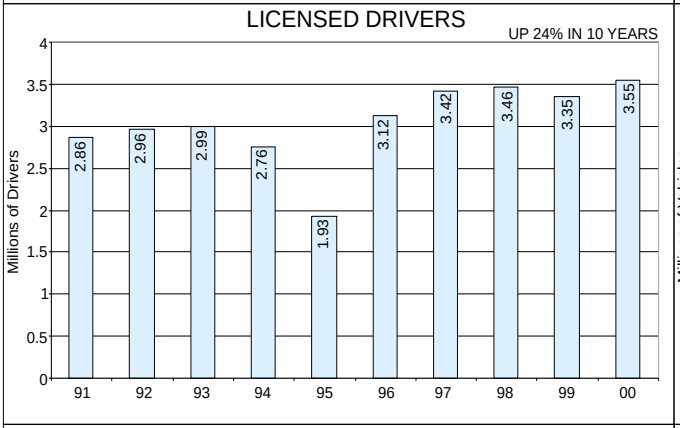
Ten Year Traffic Trends 1991-2000

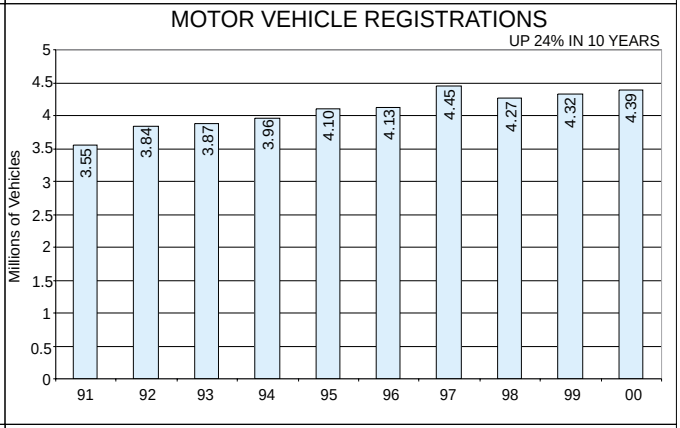


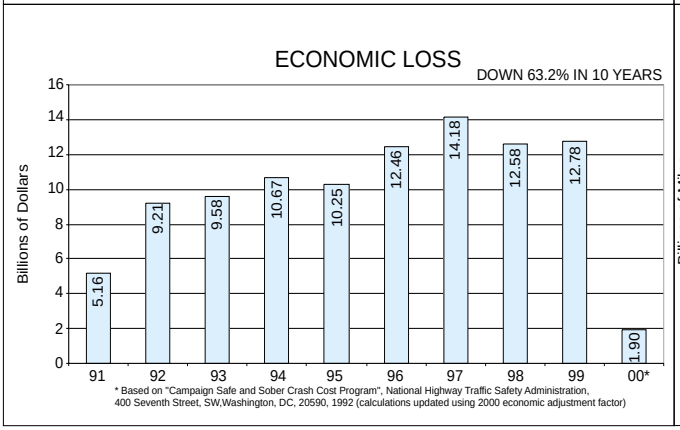


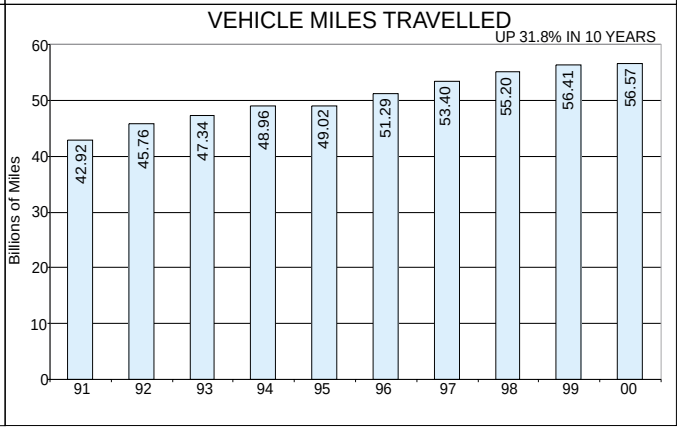








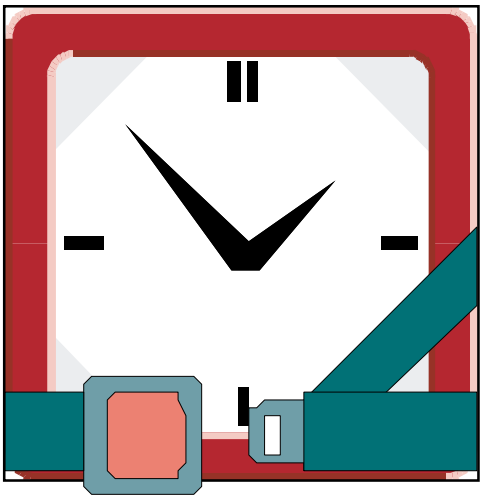




Time Trends

DAY OF WEEK

	Crashes	%	Deaths	%
Sunday	13,009	9.8	144	14.6
Monday	19,527	14.7	118	12.0
Tuesday	18,488	13.9	103	10.4
Wednesday	18,785	14.2	134	13.6
Thursday	20,826	15.7	151	15.3
Friday	24,143	18.2	161	16.3
Saturday	17,849	13.5	175	17.7
Total	132,627	100.0	986	100.0



Anytime Is Time to Buckle Up!

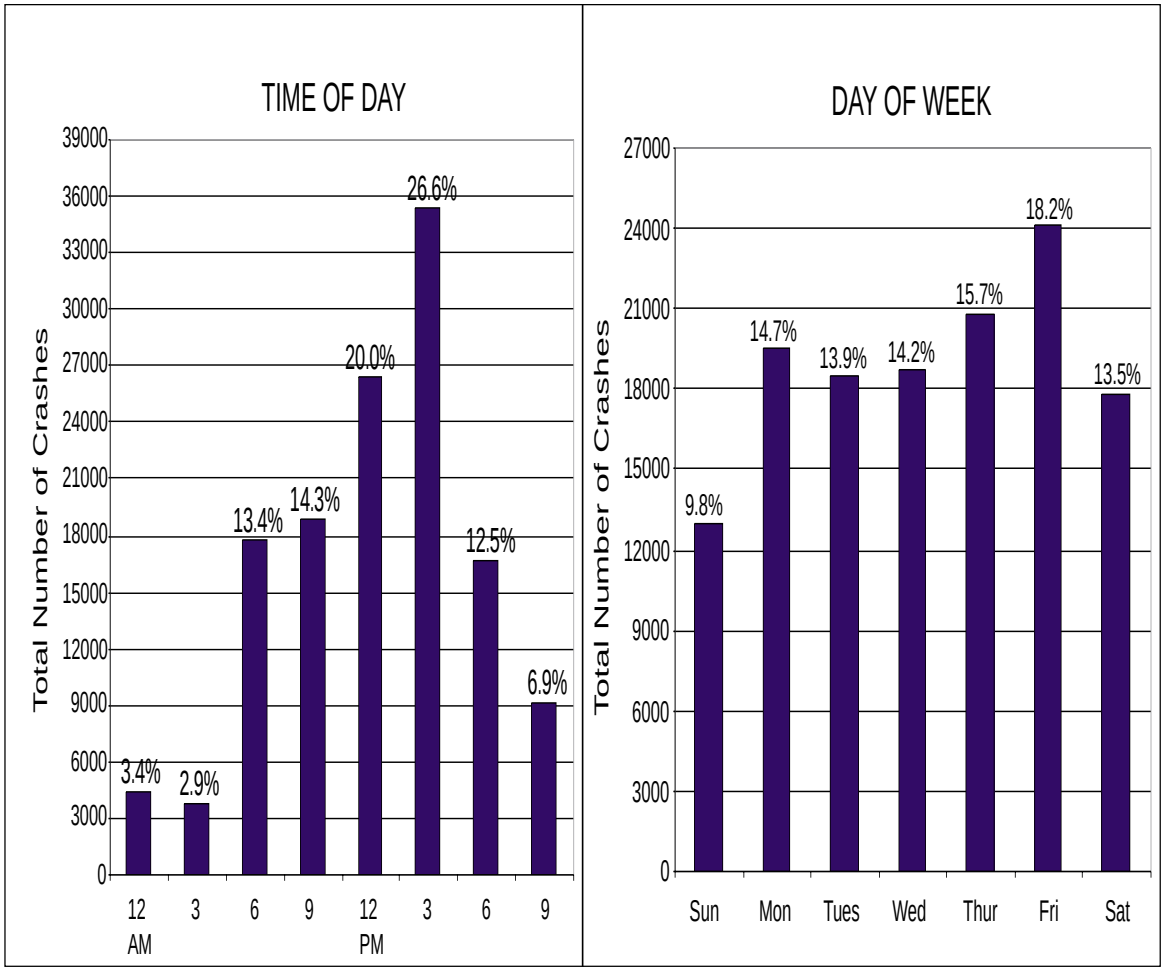
MONTH OF YEAR

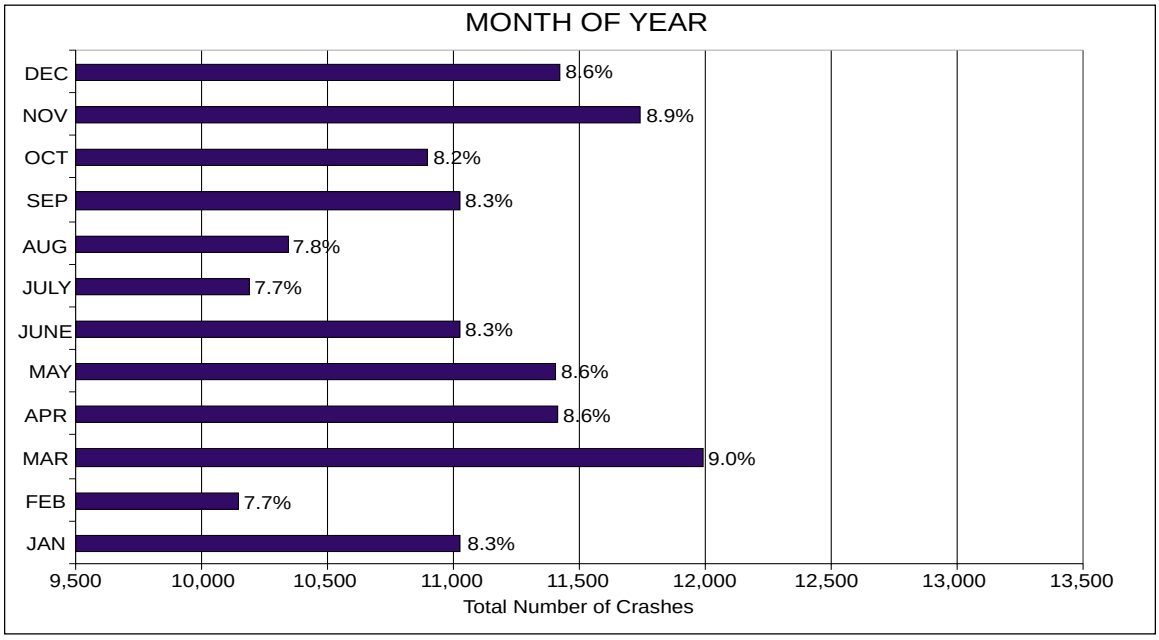
	Crashes	%	Deaths	%
January	11,024	8.3	78	7.9
February	10,150	7.7	75	7.6
March	11,994	9.0	85	8.6
April	11,411	8.6	92	9.3
May	11,403	8.6	70	7.1
June	11,027	8.3	79	8.0
July	10,187	7.7	113	11.5
August	10,341	7.8	95	9.6
September	11,024	8.3	66	6.7
October	10,898	8.2	83	8.4
November	11,743	8.9	75	7.6
December	11,425	8.6	75	7.6
Total	132,627	100.0	986	100.0

TIME OF DAY

	Crashes	%	Deaths	%
Midnight	1,698	1.3	32	3.2
1:00am	1,476	1.1	33	3.3
2:00am	1,279	1.0	32	3.2
3:00am	1,049	0.8	34	3.4
4:00am	1,122	0.8	28	2.8
5:00am	1,630	1.2	30	3.0
6:00am	3,318	2.5	30	3.0
7:00am	8,731	6.6	44	4.5
8:00am	5,790	4.4	34	3.4
9:00am	5,340	4.0	34	3.4
10:00am	5,986	4.5	28	2.8
11:00am	7,622	5.7	48	4.9
Noon	8,922	6.7	35	3.5
1:00pm	8,456	6.4	46	4.7
2:00pm	9,118	6.9	44	4.5
3:00pm	12,599	9.5	58	5.9
4:00pm	11,281	8.5	62	6.3
5:00pm	11,435	8.6	58	5.9
6:00pm	7,401	5.6	53	5.4
7:00pm	5,017	3.8	67	6.8
8:00pm	4,183	3.2	40	4.1
9:00pm	3,650	2.8	42	4.3
10:00pm	2,958	2.2	36	3.7
11:00pm	2,566	1.9	38	3.9
Total	132,627	100.0	986	100.0

Be careful not to start your weekend with an crash. The most crash-prone period is Friday afternoon.


TIME OF DAY
Total Number of Crashes
39000
36000
33000
30000
27000
24000
21000
18000
15000
12000
9000
6000
3000
0
3.4%
2.9%
13.4%
14.3%
20.0%
26.6%
12.5%
6.9%
12 AM
3
6
9
12 PM
3
6
9
DAY OF WEEK
Total Number of Crashes
27000
24000
21000
18000
15000
12000
9000
6000
3000
0
9.8%
14.7%
13.9%
14.2%
15.7%
18.2%
13.5%
Sun
Mon
Tues
Wed
Thur
Fri
Sat


MONTH OF YEAR
DEC 8.6%
NOV 8.9%
OCT 8.2%
SEP 8.3%
AUG 7.8%
JULY 7.7%
JUNE 8.3%
MAY 8.6%
APR 8.6%
MAR 9.0%
FEB 7.7%
JAN 8.3%
9,500
10,000
10,500
11,000
11,500
12,000
12,500
13,000
13,500
Total Number of Crashes

Types of Crashes

FIRST HARMFUL EVENT

	FATALITIES	INJURIES	CRASHES	% OF CRASHES
HIT OTHER VEHICLE	418	29,785	97,349	73.4
HIT FIXED OR OTHER OBJECT	282	6,295	14,659	11.1
OVERTURNING	78	1,702	2,333	1.8
OTHER NON-COLLISION	5	194	1,508	1.1
HIT ANIMAL	4	326	3,037	2.3
HIT PEDESTRIAN	51	490	540	0.4
HIT PEDALCYCLIST	3	172	208	0.2
HIT RAILWAY TRAIN	9	46	89	0.1
HIT PARKED VEHICLE	4	374	3,818	2.9
ALL OTHER	132	4,115	9,086	6.9
TOTAL	986	43,499	132,627	100.0

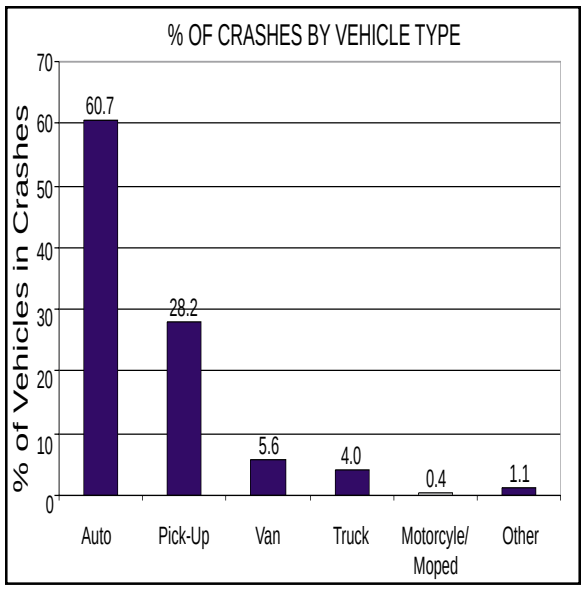
VEHICLE TYPE

	VEHICLES INVOLVED IN CRASHES	% OF VEHICLES
AUTO	147,773	60.7
PICK-UP	68,610	28.2
VAN	13,672	5.6
TRUCK	9,667	4.0
MOTORCYCLE / MOPED	962	0.4
OTHER	2,635	1.1
TOTAL	243,319	100.0

The typical Alabama traffic crash occurs between two autos when one of the drivers fails to yield the right of way.

HAZARDOUS CARGO

	CRASHES	%
EXPLOSIVE	9	3.3
GAS/FLAMMABLE	222	81.6
POISON	38	14.0
RADIOACTIVE	3	1.1
TOTAL	272	100.0



BY FIRST HARMFUL EVENT

Hit Other Vehicle

	1999	2000
Crashes	102,359	97,349
Injuries	33,091	29,785
Fatalities	513	418

Hit Bicycle

	1999	2000
Crashes	217	208
Injuries	177	172
Fatalities	3	3

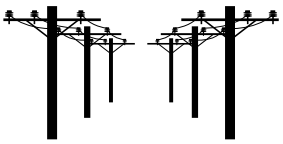
Overturning

	1999	2000
Crashes	2,282	2,333
Injuries	1,652	1,702
Fatalities	67	78

Hit Train

	1999	2000
Crashes	101	89
Injuries	51	46
Fatalities	12	9

Hit Fixed Object



	1999	2000
Crashes	14,642	14,659
Injuries	6,472	6,295
Fatalities	306	282

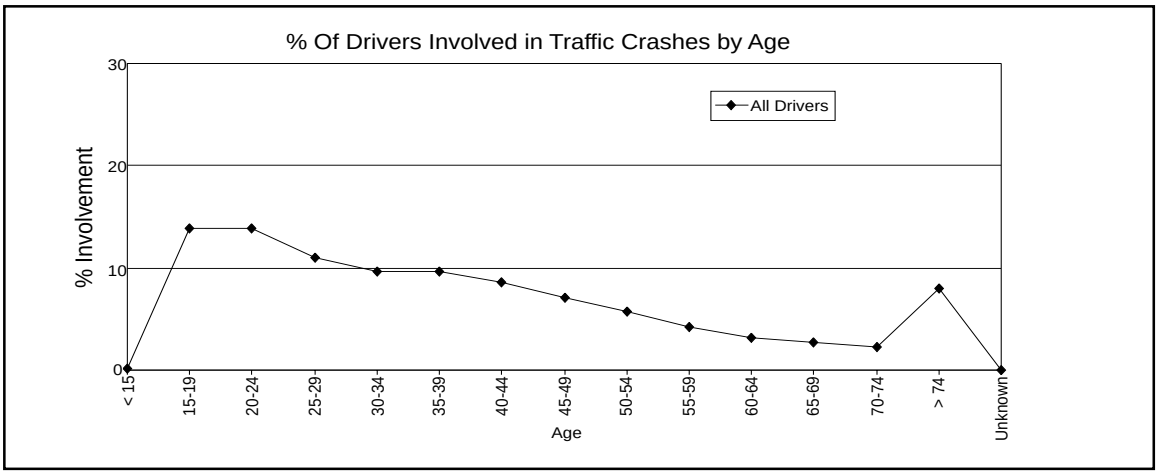
All Others

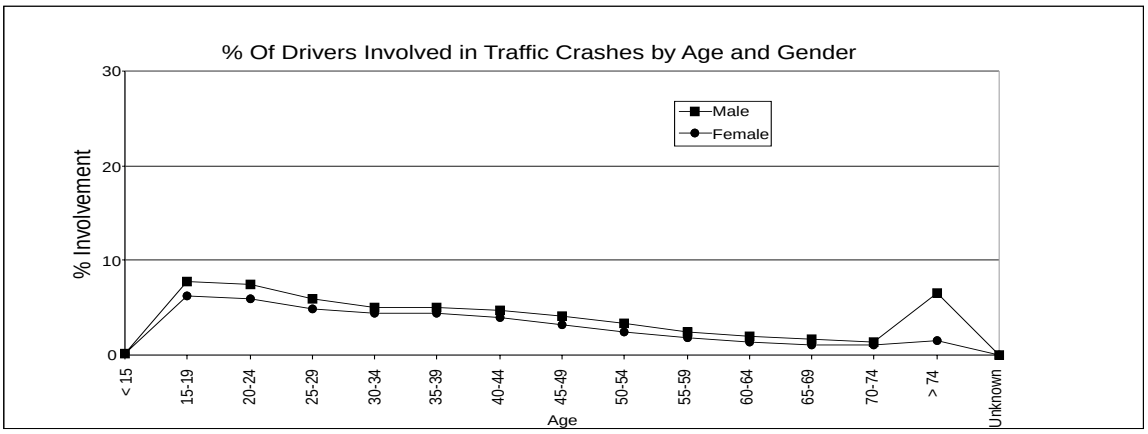
	1999	2000
Crashes	19,817	19,782
Injuries	6,744	6,711
Fatalities	236	223

Totals

	1999	2000
Crashes	137,724	132,627
Injuries	47,065	43,499
Fatalities	1,148	986

Involvement by Age and Gender



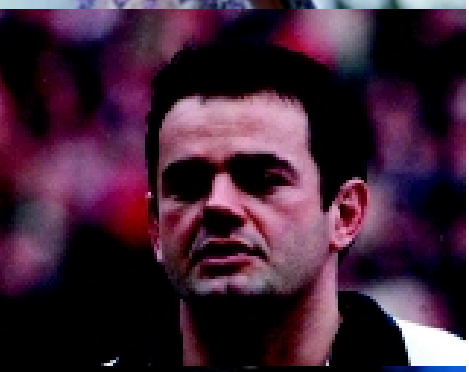


Ages of Fatalities

Age	Number of Persons Killed	Age	Number of Persons Killed	Age	Number of Persons killed
1	6	(10-14)	18	28	21
2	5	15	9	29	19
3	2	16	30	(25-29)	88
4	0	17	25	(30-34)	76
(1-4)	13	18	34	(35-39)	81
5	4	19	35	(40-44)	108
6	3	(15-19)	133	(45-49)	68
7	2	20	29	(50-54)	44
8	2	21	33	(55-59)	41
9	5	22	25	(60-64)	37
(5-9)	16	23	24	(65-69)	33
10	1	24	14	(70-74)	35
11	4	(20-24)	125	>74	66
12	1	25	22	Unknown	4
13	5	26	10		
14	7	27	16		








Number of Drivers Involved in Crashes and Fatalities by Age

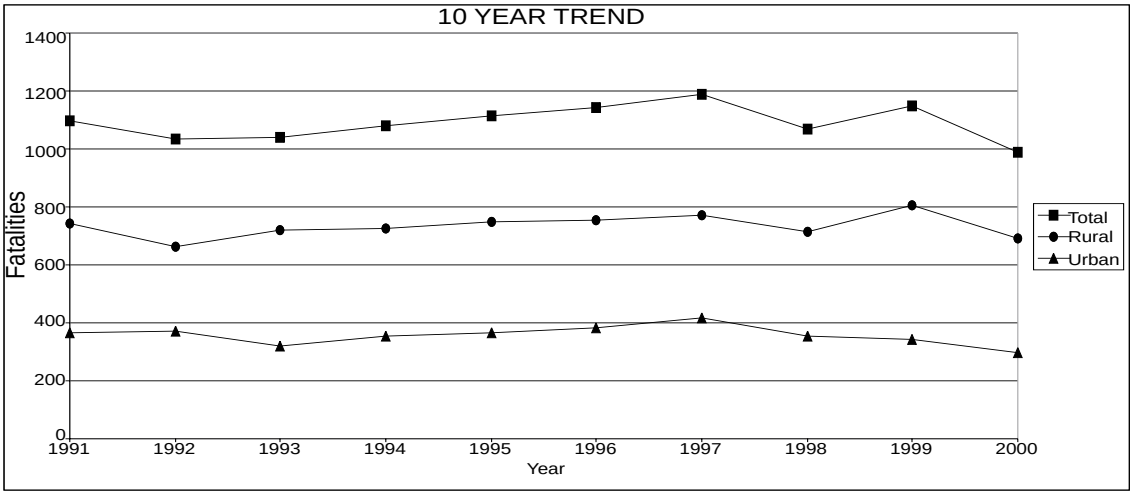
Age	Licensed Drivers	Number of Drivers Involved in Crashes	Number of Drivers Involved in Fatal Crashes
<14	0	440	6
14	260	148	4
15	28,680	561	6
16	45,186	7,615	36
17	52,102	8,562	26
18	56,666	8,914	42
19	59,680	8,566	53
(15-19)	242,314	34,218	163
20	63,793	8,124	43
21	64,794	6,998	38
22	63,292	6,374	29
23	66,332	6,018	45
24	64,118	5,520	28
(20-24)	322,329	33,034	183
25	65,700	5,245	27
26	66,433	5,203	25
27	65,723	5,188	26
28	68,181	5,182	26
29	73,515	5,357	26
(25-29)	339,552	26,175	130
(30-34)	338,825	22,885	136
(35-39)	356,194	23,082	127
(40-44)	359,261	20,967	146
(45-49)	327,780	17,733	122
(50-54)	297,184	14,501	84
(55-59)	229,018	10,457	77
(60-64)	187,938	8,106	50
(65-69)	163,626	6,619	39
(70-74)	144,431	5,492	37
>74	241,672	19,424	89
Unknown		38	0
Total	3,550,384	243,319	1,393

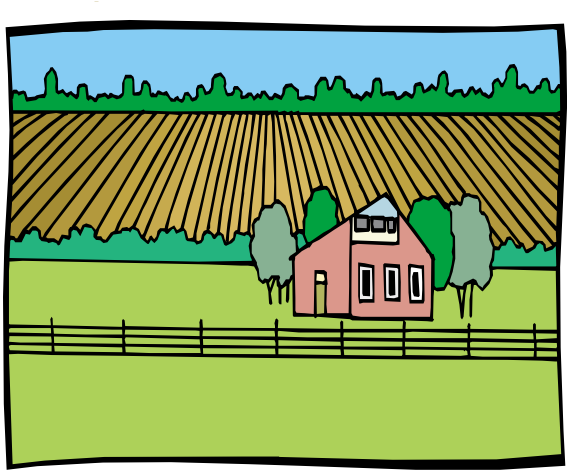
Number of Drivers Involved in Crashes and Fatalities by Gender

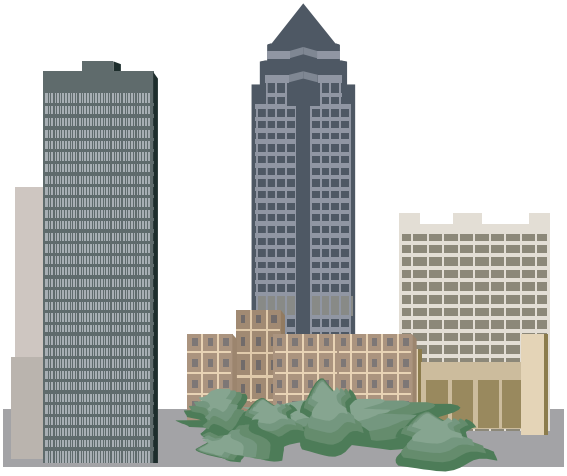
Gender	Licensed Drivers	Number of Drivers Involved in Crashes	Number of Drivers Involved in Fatal Crashes
Male	1,763,677	129,912	1,009
Female	1,786,707	102,702	356
Unknown		10,705	28
Total	3,550,384	243,319	1,393

Crash Location

RURAL VS.URBAN TRAFFIC FATALITIES







10 Year Experience

	FATALITIES		
Year	State Total	Rural	Urban
1991	1,110	742	368
1992	1,033	661	372
1993	1,040	722	318
1994	1,082	727	355
1995	1,113	749	364
1996	1,142	757	385
1997	1,190	772	418
1998	1,071	717	354
1999	1,148	807	341
2000	986	690	296

The number of RURAL fatalities decreased 14.5% in 2000.

The number of URBAN fatalities decreased 13.2% in 2000.

Rural Locale

	Crashes	%
Open Country	30,001	76.9
Residential	4,768	12.2
Business	3,463	8.9
Industrial	328	0.8
School/Playground	272	0.7
Other	190	0.5

Urban Locale

	Crashes	%
Open Country	8,385	9.0
Residential	24,076	25.7
Business	54,322	58.0
Industrial	1,932	2.1
School/Playground	2,224	2.4
Other	2,666	2.8

Driver's Residence

Residence Within 25 Miles	
Yes	78.8%
No	21.2%

Most crashes happen in urban business and residential areas or in open rural areas, on the roadway, and within 25 miles of home.

Crash Location

	Crashes	%
On Roadway	77,793	58.65
Intersection	31,609	23.80
Off Roadway	21,707	16.40
Median	1,030	0.80
Private Road	339	0.30
Railroad Tracks	89	0.10
Driveway	60	0.05
Other	0	0.00

Crash Environment

Traffic Control

	Crashes	%
Railroad Device	213	0.2
Yield Sign	3,403	2.6
Stop Sign	12,332	9.3
Traffic Signal	26,564	20.0
Other	69,314	52.3
None	20,801	15.7

Light Condition

	Crashes	%
Day	97,205	73.3
Dawn	1,273	1.0
Dusk	2,920	2.2
Dark	16,002	12.1
Streetlights	14,891	11.2
Not Stated	336	0.3

Road Character

	Crashes	%
Level	86,349	65.1
Downgrade	15,144	11.4
Upgrade	11,374	8.6
Hillcrest	1,465	1.1
Level Curve	7,950	6.0
Curve on Hill	8,858	6.7
Not Stated	1,487	1.1

Number of Lanes

	Crashes	%
One	3,305	2.5
Two	67,369	50.8
Three	6,051	4.6
Four	38,770	29.2
Five	4,661	3.5
Six or More	10,850	8.2
Not Stated	1,621	1.2

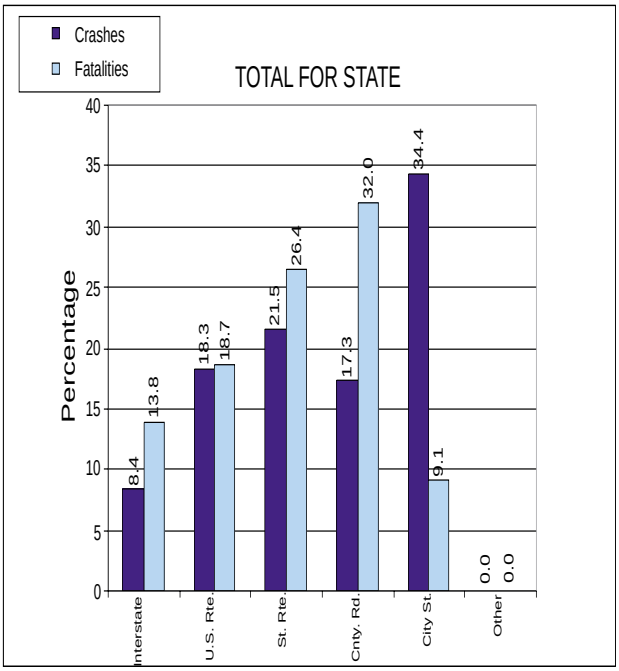
Weather

	Crashes	%
Clear	86,305	65.1
Cloudy	27,708	20.9
Rain	16,771	12.6
Snow/Sleet	698	0.5
Fog	651	0.5
Other	494	0.4

Road Condition

	Crashes	%
Dry	107,445	81.0
Wet	22,600	17.0
Icy/Slushy	1,177	0.9
Muddy	51	0.0
Other	1,354	1.0

Type of Roadway



TOTAL FOR STATE

	Crashes		Fatalities	
Road Type	Number	%	Number	%
Interstate	11,154	8.4	136	13.8
U.S. Route	24,297	18.3	184	18.7
State Route	28,495	21.5	260	26.4
County	22,970	17.3	316	32.0
City	45,673	34.4	90	9.1
Other	38	0.0	0	0.0
Total	132,627	100.0	986	100.0

Most crashes occur on urban city streets while most fatalities happen on rural county roads.

RURAL AREAS

	Crashes		Fatalities	
Road Type	Number	%	Number	%
Interstate	5,207	13.3	99	14.3
U.S. Route	6,738	17.3	119	17.2
State Route	7,839	20.1	176	25.5
County	19,165	49.1	296	42.9
City	73	0.2	0	0.0
Other	0	0.0	0	0.0
Total	39,022	100.0	690	100.0

URBAN AREAS

	Crashes		Fatalities	
Road Type	Number	%	Number	%
Interstate	5,947	6.4	37	12.5
U.S. Route	17,559	18.8	65	22.0
State Route	20,656	22.1	84	28.4
County	3,805	4.1	20	6.8
City	45,600	48.7	90	30.4
Other	38	0.0	0	0.0
Total	93,605	100.0	296	100.0

The Driver

PRIMARY CAUSE OF CRASHES

	Crashes	%
Failed to Yield Right of Way	21,452	16.2
Driver Not in Control	16,870	12.7
Misjudged Stopping Distance	15,017	11.3
Driving Under the Influence	4,649	3.5
Improper Backing	2,477	1.9
Failure to Heed Sign	6,765	5.1
Tailgating	12,301	9.3
Over the Speed Limit	3,046	2.3
Avoiding Object or Person	5,778	4.4
All Other	44,272	33.4

DRIVER CONDITION

	Drivers	%
No Defect	221,613	91.1
Asleep	1,399	0.6
Fatigued	309	0.1
Ill	583	0.2
Other	0	0.0
Unknown	19,415	8.0

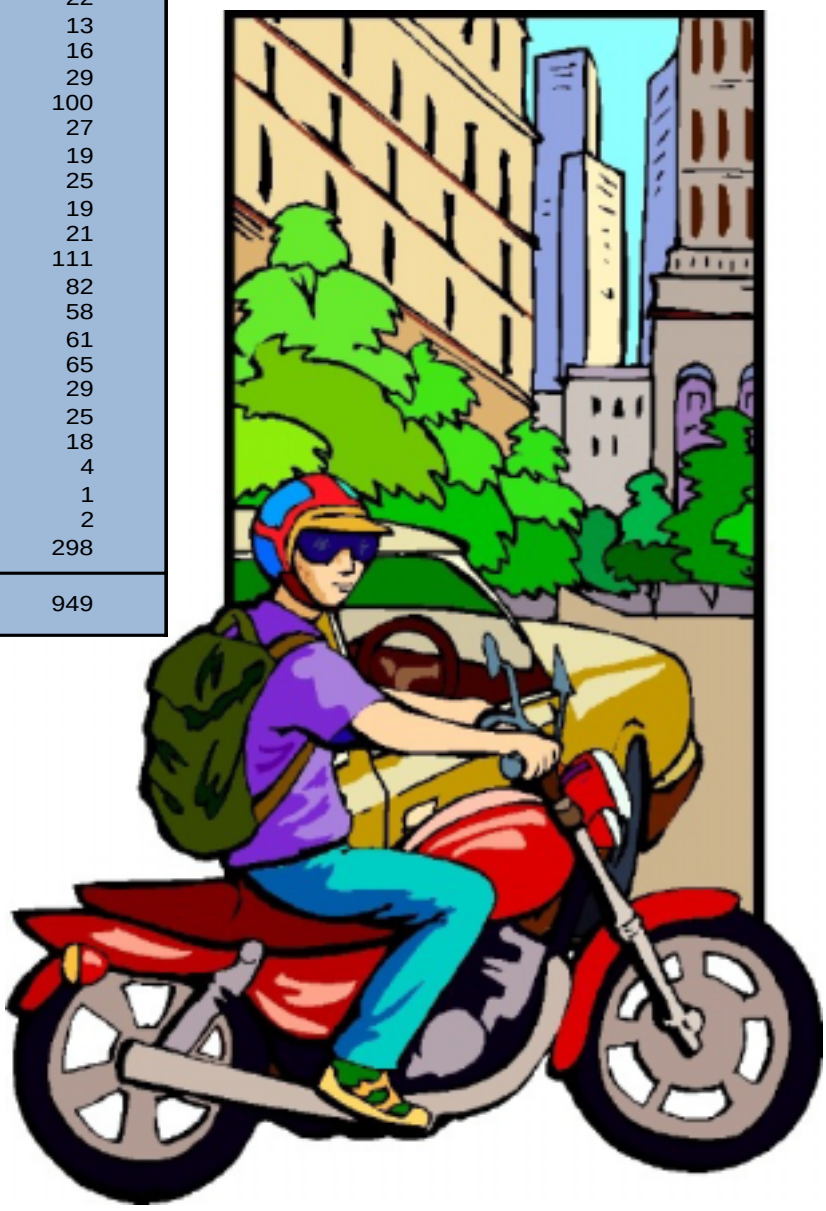
(Alcohol related crashes are found in a separate table.)

Motorcycle Crash Statistics

Number of Motorcyclists Involved in Crashes by Age
(includes motor scooters and mopeds)

Age	Fatalities	Injuries	Number of Motorcycles Involved in Crashes
<14	1	17	12
14	1	16	14
15	0	19	16
16	1	11	12
17	1	11	11
18	0	18	15
19	1	17	15
(15-19)	3	76	69
20	2	24	20
21	2	21	22
22	1	15	13
23	2	16	16
24	1	30	29
(20-24)	8	106	100
25	2	26	27
26	1	19	19
27	1	25	25
28	0	22	19
29	1	22	21
(25-29)	5	114	111
(30-34)	5	86	82
(35-39)	2	68	58
(40-44)	9	59	61
(45-49)	6	69	65
(50-54)	1	35	29
(55-59)	1	26	25
(60-64)	1	18	18
(65-69)	0	5	4
(70-74)	0	1	1
>74	0	2	2
Unknown	0	0	298
Total	43	698	949

The number of motorcycle crashes increased from 1999 to 2000. In 2000, 78% of these collisions resulted in injury or death.



TEN YEAR TREND

Year	Fatalities	Injuries	Number of Motorcycles Involved in Crashes
1990	30	1,040	1,355
1991	37	844	1,066
1992	34	898	1,132
1993	32	814	1,040
1994	31	769	953
1995	33	738	960
1996	32	651	862
1997	29	590	764
1998	34	592	792
1999	33	633	879
2000	43	698	949

Bicycle Crash Statistics

Number of Bicyclists Involved in Crashes by Age

Age	Fatalities	Injuries
(1-4)	0	3
(5-9)	2	78
(10-14)	1	66
(15-19)	0	28
(20-24)	0	9
(25-29)	0	11
(30-34)	0	7
(35-39)	1	9
(40-44)	2	19
(45-49)	0	8
(50-54)	0	6
(55-59)	0	5
(60-64)	0	2
(65-69)	0	2
(70-74)	0	0
>74	1	3
Unknown	0	0
Total	7	256

TEN YEAR TREND

Year	Fatalities	Injuries
1991	13	327
1992	8	332
1993	7	355
1994	8	363
1995	6	309
1996	6	328
1997	10	267
1998	5	289
1999	3	258
2000	7	256

Children aged 14 and under account for 57% of the bicycle crash injuries and 43% of the fatalities.

Pedestrian Crash Statistics

Number of Pedestrians Involved in Crashes by Age

Age	Fatalities	Injuries
(1-4)	3	26
(5-9)	1	84
(10-14)	4	81
(15-19)	2	63
(20-24)	1	49
(25-29)	6	32
(30-34)	8	27
(35-39)	6	41
(40-44)	12	52
(45-49)	6	28
(50-54)	3	31
(55-59)	0	15
(60-64)	2	12
(65-69)	1	11
(70-74)	1	4
>74	5	25
Unknown	0	0
Total	61	581

TEN YEAR TREND

Year	Fatalities	Injuries
1991	101	739
1992	90	823
1993	81	854
1994	81	880
1995	75	853
1996	86	782
1997	86	725
1998	79	705
1999	88	624
2000	61	581

The number of pedestrian fatalities decreased 30.7% from 1999 to 2000 while the number of pedestrians injured fell 6.9%.

Alcohol and Drug Involvement

Number of Crashes Involving Drivers Influenced by Alcohol or Drugs

Age	All Drivers	Male	Female
<14	5	4	1
14	1	1	0
15	12	10	2
16	67	54	13
17	118	103	15
18	176	151	25
19	212	184	28
(15-19)	585	502	83
20	259	225	34
21	247	220	27
22	254	220	34
23	212	187	25
24	214	178	36
(20-24)	1,186	1,030	156
25	203	173	30
26	180	152	28
27	201	171	30
28	205	169	36
29	182	147	35
(25-29)	971	812	159
(30-34)	902	701	201
(35-39)	1,026	789	237
(40-44)	907	705	202
(45-49)	638	514	124
(50-54)	395	333	62
(55-9)	227	196	31
(60-64)	167	147	20
(65-69)	88	76	12
(70-74)	50	45	5
>74	203	192	11
Unknown	0	0	0
Total	7,351	6,047	1,304

TIME TRENDS FOR ALCOHOLAND DRUG RELATED CRASHES

	Total		Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.	Crsh.	Fatal.
Midnight	413	12	121	4	23	1	27	1	31	1	46	1	39	0	126	4
1:00am	425	12	142	3	25	1	22	1	20	1	43	1	58	3	115	2
2:00am	382	8	124	3	24	0	24	0	27	2	30	0	38	1	115	2
3:00am	281	10	90	2	16	1	14	0	13	0	20	3	33	1	95	3
4:00am	219	9	60	0	11	0	8	0	14	1	16	0	25	2	85	6
5:00am	144	6	44	2	3	0	4	0	10	0	6	0	17	2	60	2
6:00am	113	4	31	1	9	0	7	0	6	0	12	1	13	0	35	2
7:00am	100	2	20	2	7	0	10	0	9	0	13	0	13	0	28	0
8:00am	89	2	8	0	12	0	7	0	9	1	9	1	19	0	25	0
9:00am	80	1	15	0	8	0	14	1	7	0	7	0	10	0	19	0
10:00am	93	4	17	1	9	0	9	0	10	1	15	0	9	0	24	2
11:00am	109	5	8	0	8	0	11	0	14	1	11	0	19	1	38	3
Noon	161	5	30	1	13	1	23	1	15	0	23	1	26	0	31	1
1:00pm	187	5	37	2	18	2	18	0	17	0	20	1	34	0	43	0
2:00pm	234	10	34	2	31	2	21	1	19	0	30	1	41	1	58	3
3:00pm	313	8	64	2	32	3	42	0	27	1	29	0	55	0	64	2
4:00pm	416	14	75	3	43	0	52	2	48	0	39	3	61	1	98	5
5:00pm	451	14	66	2	51	1	52	4	64	1	59	3	77	1	82	2
6:00pm	494	13	76	1	64	4	48	2	47	3	56	0	73	1	130	2
7:00pm	520	28	77	1	50	5	57	3	49	2	68	6	93	5	126	6
8:00pm	519	13	81	1	46	2	59	1	59	0	74	1	109	6	91	2
9:00pm	526	14	62	3	48	1	72	2	53	2	68	1	98	2	125	3
10:00pm	501	15	58	2	42	2	43	1	44	2	68	3	115	2	131	3
11:00pm	492	18	42	0	35	4	40	1	49	1	60	3	128	6	138	3
Total	7,262	232	1,382	38	628	30	684	21	661	20	822	30	1,203	35	1,882	58

Saturday has the most alcohol related crashes and fatalities, followed closely by Sunday and Friday. The most likely hours for an alcohol related collision are between 3PM and 3AM.

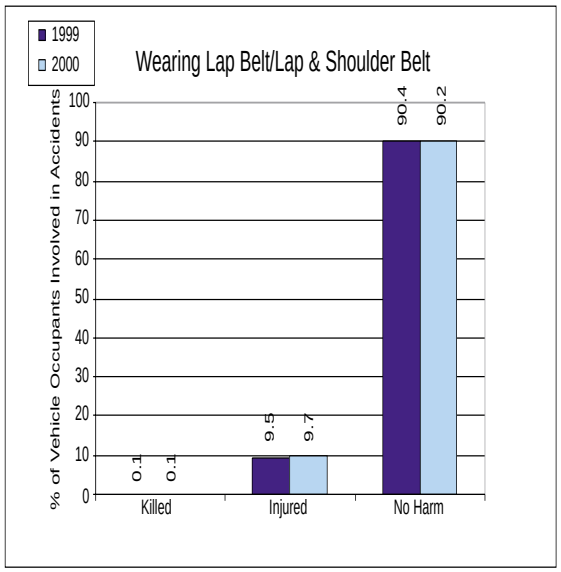
Seat Belt Usage

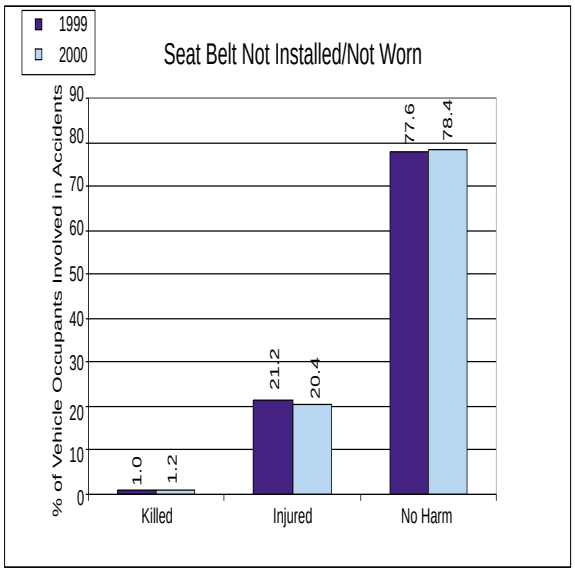
		Driver		Front Seat Passenger		Back Seat Passenger		Totals	
Belt Usage	Severity	Number	%	Number	%	Number	%	Number	%
NOT INSTALLED	Killed	25	0.6	13	1.1	15	0.1	53	0.3
	Injured	552	13.2	200	16.2	642	5.2	1,394	7.9
	No Harm	3,597	86.2	1,021	82.7	11,585	94.6	16,203	91.8
	Subtotal	4,174	100.0	1,234	100.0	12,242	100.0	17,650	100.0
NOT WEARING	Killed	258	2.7	60	1.5	46	1.2	364	2.1
	Injured	3,333	35.2	1,447	35.5	979	25.3	5,759	33.1
	No Harm	5,874	62.1	2,572	63.1	2,842	73.5	11,288	64.8
	Subtotal	9,465	100.0	4,079	100.0	3,867	100.0	17,411	100.0
LAP BELT ONLY	Killed	2	0.1	4	0.3	0	0.0	6	0.1
	Injured	197	10.4	151	9.9	457	8.1	805	8.9
	No Harm	1,696	89.5	1,368	89.8	5,195	91.9	8,259	91.1
	Subtotal	1,895	100.0	1,523	100.0	5,652	100.0	9,070	100.0
LAP & SHOULDER BELT	Killed	123	0.1	38	0.1	9	0.0	170	0.1
	Injured	13,023	10.0	4,365	10.2	1,712	7.5	19,100	9.8
	No Harm	116,670	89.9	38,483	89.7	20,956	92.4	176,109	90.1
	Subtotal	129,816	100.0	42,886	100.0	22,677	100.0	195,379	100.0

CHILD RESTRAINT USAGE

		Front Seat Occupant		Back Seat Occupant		Totals	
Type	Severity	Number	%	Number	%	Number	%
CHILD RESTRAINT USED	Killed	4	0.4	4	0.0	8	0.1
	Injured	109	10.3	631	7.0	740	7.3
	No Harm	941	89.3	8,415	93.0	9,356	92.6
	Subtotal	1,054	100.0	9,050	100.0	10,104	100.0
OTHER RESTRAINT USED	Killed	1	1.1	0	0.0	1	0.3
	Injured	33	37.1	38	14.7	71	20.4
	No Harm	55	61.8	221	85.3	276	79.3
	Subtotal	89	100.0	259	100.0	348	100.0
NONE USED	Killed	0	0.0	2	0.8	2	0.5
	Injured	46	34.8	72	30.3	118	31.9
	No Harm	86	65.2	164	68.9	250	67.6
	Subtotal	132	100.0	238	100.0	370	100.0

SEAT BELT USAGE

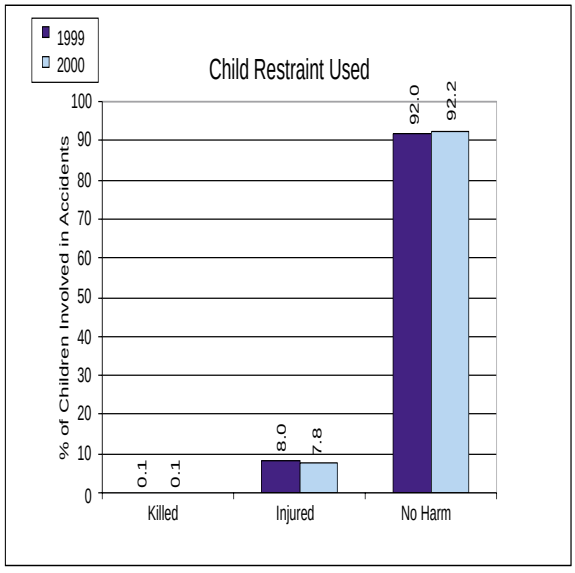


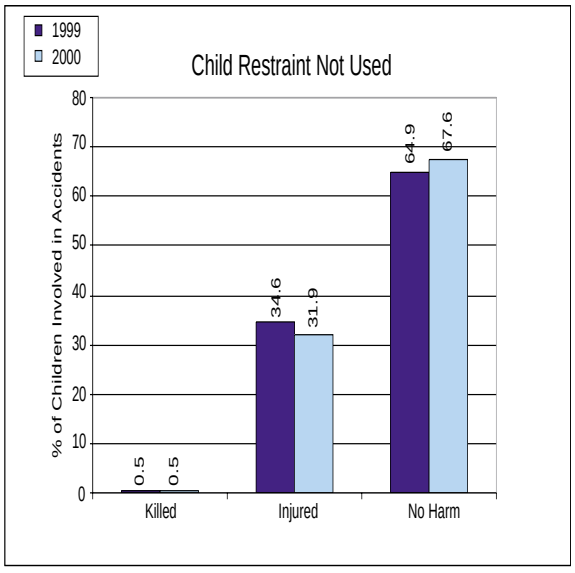


417 people were killed in automobile crashes in which they were not wearing safety restraints.

7,153 people were injured in automobile crashes in which they were not wearing seat belts.

CHILD RESTRAINT USAGE





Comparative County Statistics
1999 vs 2000

	TOTAL CRASHES FOR COUNTY						INCORPORATED AREAS OF COUNTY						RURAL AREAS OF COUNTY					
	NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED	
COUNTY	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000
Jefferson	25,054	23,716	90	72	6,505	5,983	21,217	19,893	57	47	5,227	4,725	3,837	3,823	33	25	1,278	1,258
Mobile	14,201	14,177	84	74	4,415	4,292	10,934	10,819	23	31	3,055	2,855	3,267	3,358	61	43	1,360	1,437
Montgomery	10,927	10,380	22	38	3,471	2,943	9,901	9,330	12	19	3,071	2,536	1,026	1,050	10	19	400	407
Autauga	1,159	1,243	10	17	394	383	697	725	1	4	215	214	462	518	9	13	179	169
Baldwin	3,499	3,440	31	37	1,218	1,110	2,331	2,330	12	12	639	639	1,168	1,110	19	25	579	471
Barbour	711	665	9	5	219	247	530	488	4	1	122	146	181	177	5	4	97	101
Bibb	182	219	7	5	102	121	24	38	0	0	7	6	158	181	7	5	95	115
Blount	1,070	1,005	20	19	482	423	350	321	4	4	122	107	720	684	16	15	360	316
Bullock	170	163	6	5	120	94	5	4	0	0	3	3	165	159	6	5	117	91
Butler	696	608	14	10	299	273	349	314	0	0	90	104	347	294	14	10	209	169
Calhoun	3,890	3,540	29	25	1,342	1,196	2,416	2,179	5	2	741	606	1,474	1,361	24	23	601	590
Chambers	1,005	895	14	10	388	290	583	482	7	1	206	129	422	413	7	9	182	161
Cherokee	494	526	11	6	216	222	168	194	0	0	52	68	326	332	11	6	164	154
Chilton	995	1,030	11	12	432	433	418	403	0	2	129	128	577	627	11	10	303	305
Choctaw	178	202	15	3	124	102	33	53	2	1	8	8	145	149	13	2	116	94
Clarke	561	561	13	12	278	281	318	304	3	0	102	110	243	257	10	12	176	171
Clay	175	211	3	6	88	117	36	53	0	1	14	16	139	158	3	5	74	101
Cleburne	443	403	11	5	179	190	74	59	1	0	17	20	369	344	10	5	162	170
Coffee	1,039	992	12	8	373	316	711	681	0	3	198	172	328	311	12	5	175	144
Colbert	1,730	1,641	18	14	606	582	1,360	1,284	9	2	368	360	370	357	9	12	238	222
Conecuh	368	369	6	9	175	175	117	109	1	2	51	39	251	260	5	7	124	136
Coosa	264	235	5	7	126	117	6	1	0	0	0	0	258	234	5	7	126	117
Covington	682	595	16	5	318	209	473	363	7	1	161	95	209	232	9	4	157	114
Crenshaw	227	225	7	5	119	114	92	72	0	0	25	35	135	153	7	5	94	79
Cullman	2,363	2,269	33	17	852	799	1,119	1,028	7	4	275	240	1,244	1,241	26	13	577	559
Dale	973	872	15	10	357	293	696	618	4	6	191	181	277	254	11	4	166	112
Dallas	1,464	1,461	8	16	546	587	858	860	1	3	213	229	606	601	7	13	333	358
Dekalb	1,708	1,594	17	21	656	587	1,066	995	7	8	325	257	642	599	10	13	331	330
Elmore	1,567	1,530	21	9	608	554	751	667	6	0	255	190	816	863	15	9	353	364
Escambia	868	682	16	16	409	361	461	293	2	2	169	119	407	389	14	14	240	242
Etowah	3,246	2,984	21	16	1,147	1,007	2,613	2,372	11	11	792	680	633	612	10	5	355	327
Fayette	376	332	4	4	179	147	204	186	1	1	67	71	172	146	3	3	112	76
Franklin	621	641	13	10	274	330	350	348	2	0	120	136	271	293	11	10	154	194
Geneva	467	442	7	7	204	185	212	197	1	2	71	65	255	245	6	5	133	120
Greene	332	306	8	8	162	149	50	53	0	0	10	20	282	253	8	8	152	129
Hale	290	280	6	7	150	127	100	85	1	1	21	19	190	195	5	6	129	108
Henry	328	274	8	6	144	142	135	115	0	1	51	50	193	159	8	5	93	92
Houston	3,327	3,392	21	12	1,466	1,394	2,963	2,996	10	7	1,260	1,196	364	396	11	5	206	198
Jackson	1,053	1,083	10	12	433	452	587	595	2	3	190	207	466	488	8	9	243	245
Lamar	147	123	4	4	99	77	9	9	1	0	4	5	138	114	3	4	95	72
Lauderdale	2,461	2,344	12	17	790	732	1,814	1,685	5	2	466	360	647	659	7	15	324	372
Lawrence	667	518	19	9	313	235	139	60	2	2	51	21	528	458	17	7	262	214
Lee	3,897	3,796	21	22	1,242	1,119	2,845	2,827	5	10	811	724	1,052	969	16	12	431	395
Limestone	1,865	1,761	21	15	716	599	968	877	8	2	325	230	897	884	13	13	391	369
Lowndes	344	343	13	8	180	194	29	8	3	0	12	3	315	335	10	8	168	191

COMPARATIVE COUNTY STATISTICS
1999 vs 2000

	TOTAL CRASHES FOR COUNTY						INCORPORATED AREAS OF COUNTY						RURAL AREAS OF COUNTY					
	NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED	
COUNTY	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000
Macon	654	730	7	14	292	294	247	225	1	0	96	83	407	505	6	14	196	211
Madison	8,824	8,680	51	44	2,791	2,781	7,279	7,086	36	22	2,136	2,092	1,545	1,594	15	22	655	689
Marengo	352	263	5	8	201	162	133	18	0	0	40	10	219	245	5	8	161	152
Marion	630	621	12	6	247	249	453	426	6	4	150	157	177	195	6	2	97	92
Marshall	2,553	2,508	24	24	923	894	1,815	1,796	7	7	542	514	738	712	17	17	381	380
Monroe	453	393	7	5	199	199	177	143	0	0	74	67	276	250	7	5	125	132
Morgan	3,524	3,301	33	21	1,202	1,104	2,453	2,277	12	7	745	614	1,071	1,024	21	14	457	490
Perry	180	169	6	1	88	103	36	38	1	0	11	16	144	131	5	1	77	87
Pickens	293	311	5	6	143	143	98	101	0	2	34	31	195	210	5	4	109	112
Pike	827	798	11	9	256	254	517	496	3	2	106	114	310	302	8	7	150	140
Randolph	461	425	6	4	169	189	204	199	0	0	48	68	257	226	6	4	121	121
Russell	2,036	2,018	19	22	1,023	749	1,355	1,404	2	4	574	425	681	614	17	18	449	324
St. Clair	1,490	1,500	31	19	579	520	599	686	2	6	194	239	891	814	29	13	385	281
Shelby	3,928	3,935	28	29	1,131	1,006	2,874	2,801	5	10	773	668	1,054	1,134	23	19	358	338
Sumter	341	345	17	9	132	139	106	134	4	1	30	33	235	211	13	8	102	106
Talladega	2,163	2,089	19	21	814	790	1,205	1,183	5	10	378	399	958	906	14	11	436	391
Tallapoosa	937	869	8	12	392	331	678	603	3	6	254	193	259	266	5	6	138	138
Tuscaloosa	7,006	6,757	41	30	2,251	2,182	5,421	5,162	17	8	1,543	1,398	1,585	1,595	24	22	708	784
Walker	2,136	2,092	32	26	849	685	1,250	1,215	6	8	344	263	886	877	26	18	505	422
Washington	216	193	4	7	117	102	39	35	0	0	17	14	177	158	4	7	100	88
Wilcox	229	240	8	9	130	175	58	55	1	0	19	28	171	185	7	9	111	147
Winston	407	322	12	5	220	165	201	149	3	1	71	56	206	173	9	4	149	109

Comparative City Statistics

1999 vs 2000

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Abbeville	78	74	0	0	28	29
Adamsville	173	191	0	0	69	89
Addison	0	0	0	0	0	0
Akron	3	1	1	0	0	2
Alabaster	533	641	1	1	138	164
Albertville	765	712	3	2	228	183
Alexander City	558	485	3	6	183	138
Aliceville	0	2	0	0	0	1
Allgood	5	5	0	0	2	0
Altoona-Blount	0	0	0	0	0	0
Altoona-Etowah	9	9	0	0	1	4
Andalusia	282	257	4	0	78	45
Anderson	2	1	0	0	2	0
Anniston	1,614	1,535	2	1	469	436
Arab	255	227	1	0	95	75
Ardmore	39	50	1	0	13	14
Ariton	1	0	0	0	1	0
Arley	1	0	0	0	0	0
Ashford	34	27	0	1	20	11
Ashland	17	42	0	0	7	11
Ashville	7	44	0	0	5	11
Athens	895	801	6	1	292	210
Atmore	199	42	0	0	79	21
Attalla	296	247	2	1	76	58
Auburn	1,719	1,745	3	7	352	359
Autaugaville	4	9	0	1	0	4
Avon	10	4	0	0	5	8
Babbie	6	9	0	0	7	6
Baileytown	8	9	0	0	3	3
Banks	2	0	0	0	1	0
Bay Minette	222	254	0	0	76	83
Bayou La Batre	88	104	0	0	24	28
Bear Creek	10	13	1	1	5	4
Beatrice	2	3	0	0	0	5
Beaverton	5	0	1	0	4	0
Belk	1	4	0	0	2	2
Bellwood	4	4	0	0	0	3
Benton	0	0	0	0	0	0
Berry	10	9	0	0	4	5
Bessemer	1,578	1,599	8	7	453	475
Billingsley	0	0	0	0	0	0
Bham-Blount	0	0	0	0	0	0
Bham-Jefferson	11,736	10,565	32	31	2,812	2,489
Bham-Shelby	37	39	0	1	4	8
Black	3	2	0	0	2	0
Blountsville	34	26	1	1	6	4
Blue Mountain	1	0	0	0	0	0
Blue Springs	0	0	0	0	0	0
Boaz-Etowah	1	0	0	0	0	0
Boaz-Marshall	412	430	1	1	125	141

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Boligee	2	0	0	0	1	0
Bon Air	0	1	0	0	0	0
Branchville	23	27	0	0	10	17
Brantley	3	2	0	0	0	0
Brent	10	0	0	0	2	0
Brewton	208	183	2	0	68	76
Bridgeport	1	18	0	0	0	7
Brighton	92	94	0	1	37	30
Brilliant	0	6	0	0	0	5
Brookside	2	4	0	0	0	1
Brookwood	0	0	0	0	0	0
Brownsville	0	1	0	0	0	0
Brundidge	10	15	0	0	4	8
Butler	23	44	2	1	5	6
Calera	118	142	1	2	47	46
Camden	25	32	0	0	5	18
Camp Hill	0	1	0	0	0	1
Carbon Hill	2	3	0	0	2	2
Cardiff	0	0	0	0	0	0
Carolina	4	4	0	0	5	6
Carrollton	13	20	0	0	2	3
Carrville	27	14	0	0	16	4
Castleberry	7	5	0	0	4	2
Cedar Bluff	20	24	0	0	9	11
Centre	100	123	0	0	31	44
Centreville	11	36	0	0	5	4
Chatom	25	30	0	0	10	7
Cherokee	25	16	1	1	8	17
Chickasaw	91	97	0	1	9	25
Childersburg	151	146	2	2	53	46
Citronelle	5	4	0	0	7	2
Clanton	366	352	0	1	105	116
Clayhatchee	3	4	0	0	1	0
Clayton	1	0	0	0	0	0
Cleveland	47	25	0	3	31	13
Clio	1	0	0	0	0	0
Coffee Springs	3	0	0	0	0	0
Coffeeville	1	0	2	0	0	0
Collinsville	42	47	0	1	14	15
Colony	3	1	0	0	4	0
Columbia	0	2	0	0	0	1
Columbiana	103	102	3	0	40	30
Coosada	29	23	0	0	23	13
Cordova	37	36	0	1	11	12
Cottonwood	3	1	0	0	0	0
County Line-Blnt	0	0	0	0	0	0
County Line-Cov	1	2	0	0	1	0
County Line-Jeff	0	0	0	0	0	0
Courtland	9	4	0	0	4	1
Cowarts	22	29	0	0	4	20

COMPARATIVE CITY STATISTICS
1999 vs 2000

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Creola	51	21	1	0	23	14
Crossville	40	45	1	0	4	13
Cuba	3	9	1	1	2	9
Cullman	915	866	6	4	194	198
Dadeville	71	92	0	0	49	39
Daleville	123	122	0	0	24	39
Daphne	488	478	2	1	127	116
Dauphin Island	0	0	0	0	0	0
Daviston	1	2	0	0	0	1
Dayton	2	2	0	0	3	2
Decatur-Limes	24	12	1	0	13	3
Decatur-Morgan	1,937	1,769	9	6	598	459
Demopolis	96	0	0	0	24	0
Detroit	2	2	0	0	0	1
Dora	50	45	1	2	16	4
Dothan	2,846	2,885	9	5	1,204	1,149
Double Springs	2	0	0	0	2	0
Douglas	10	13	0	0	5	2
Dozier	0	0	0	0	0	0
Dutton	6	2	0	0	0	1
East Brewton	1	26	0	2	1	7
Eclectic	22	21	0	0	10	3
Edwardsville	0	0	0	0	0	0
Elba	49	49	0	1	20	14
Elberta	17	26	0	0	6	5
Eldridge	1	0	0	0	1	0
Elkmont	1	3	0	0	0	0
Emelle	0	1	0	0	0	0
Enterprise-Coffee	645	625	0	2	171	157
Enterprise-Dale	1	2	0	0	0	1
Epes	0	1	0	0	0	1
Ethelsville	0	0	0	0	0	0
Eufaula	522	455	3	1	119	142
Eunola	11	9	0	0	9	4
Eutaw	42	44	0	0	8	13
Eva	0	1	0	0	0	1
Evergreen	110	102	1	2	47	37
Excel	11	8	0	0	3	7
Fairfield	439	495	0	0	111	132
Fairhope	274	264	0	0	89	85
Fairview	16	15	0	0	4	6
Falkville	19	17	0	0	9	10
Faunsdale	1	0	0	0	0	0
Fayette	185	162	0	0	57	58
Five Points	2	0	0	0	1	0
Flint City	0	0	0	0	0	0
Flomaton	53	42	0	0	21	15
Florala	1	1	1	0	1	1
Florence	1,684	1,561	3	2	419	318
Foley	494	465	2	3	125	109

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Forkland	6	8	0	0	1	6
Fort Deposit	1	0	0	0	0	0
Fort Payne	742	707	4	6	204	169
Franklin	12	7	0	0	8	4
Frisco City	1	2	0	0	0	1
Fruithurst	3	2	0	0	0	1
Fulton	1	1	0	0	0	0
Fultondale	101	67	1	0	41	21
Fyffe	7	1	1	0	0	1
Gadsen	1,746	1,552	6	7	512	435
Gainesville	1	3	0	0	1	2
Gantt	0	0	0	0	0	0
Gantts Quarry	0	0	0	0	0	0
Garden City	8	2	0	0	2	0
Gardendale	274	187	2	0	86	60
Gaylesville	2	5	0	0	0	0
Geiger	0	0	0	0	0	0
Geneva	100	94	1	1	31	26
Georgiana	34	36	0	0	17	17
Geraldine	23	28	0	0	8	10
Gilbertown	0	2	0	0	0	1
Glen Allen-Fay	1	0	0	0	0	0
Glen Allen-Mar	1	0	0	0	1	0
Glencoe	42	13	1	0	16	6
Glenwood	1	0	0	0	0	0
Goldville	0	0	0	0	0	0
Goodhope	0	0	0	0	0	0
Goodwater	6	1	0	0	0	0
Gordo	25	18	0	0	16	5
Gordon	2	3	0	0	1	0
Goshen	2	5	0	0	5	6
Grant	0	2	0	0	0	3
Graysville	62	66	1	0	16	18
Greensboro	55	44	0	1	7	9
Greenville	311	276	0	0	72	87
Grimes	14	13	0	0	9	7
Grove Hill	63	73	0	0	12	20
Gu-win	10	10	0	0	6	4
Guin	53	58	3	0	15	21
Gulf Shores	383	392	1	4	74	76
Guntersville	369	411	2	4	89	107
Gurley	21	12	3	0	17	7
Hackleburg	0	0	0	0	0	0
Haleburg	0	0	0	0	0	0
Haleyville	194	148	3	1	67	56
Hamilton	241	212	0	2	62	84
Hammondville	15	13	0	0	8	5
Hanceville	60	30	1	0	24	3
Harpersville	7	6	0	0	3	2
Hartford	23	27	0	1	5	6

COMPARATIVE CITY STATISTICS

1999 vs 2000

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Hartselle	388	382	1	1	104	115
Hayden	12	13	0	0	4	1
Hayneville	16	7	0	0	3	2
Headland	57	41	0	1	23	21
Heath	4	8	0	0	4	3
Heflin	54	49	1	0	16	17
Helena	133	126	0	0	45	43
Henagar	43	23	0	1	19	5
Highland Lake	1	1	0	0	1	1
Hillsboro	5	0	1	0	1	0
Hobson City	15	6	0	0	7	3
Hodges	1	0	0	0	0	0
Hokes Bluff	55	81	0	1	26	28
Holly Pond	23	20	0	0	7	11
Hollywood	11	12	0	0	7	5
Homewood	1,469	1,555	0	0	283	255
Hoover-Jefferson	2,171	2,023	3	0	524	435
Hoover-Shelby	706	680	0	1	193	147
Horn Hill	0	0	0	0	0	0
Hueytown	409	399	3	1	127	116
Huntsville-Lime	8	10	0	1	7	3
Huntsville-Mad	6,613	6,363	28	21	1,953	1,873
Hurtsboro	6	4	0	0	2	0
Ider	7	12	0	0	3	3
Irondale	228	233	1	1	57	53
Jackson	138	126	1	0	45	60
Jacksons Gap	13	3	0	0	5	4
Jacksonville	331	304	1	0	101	83
Jasper	1,024	971	4	1	275	220
Jemison	21	24	0	1	8	6
Kansas	1	1	0	0	2	0
Kelly	0	0	0	0	0	0
Kennedy	1	1	0	0	0	0
Killen	32	42	1	0	11	14
Kimberly	12	10	0	0	5	3
Kinsey	13	6	0	0	4	0
Kinston-Coffee	6	7	0	0	2	1
Kinston-Cov	0	0	0	0	0	0
Kinston-Geneva	0	0	0	0	0	0
Lafayette	81	71	0	0	19	12
Lakeview	0	1	0	0	0	0
Lanett	205	164	3	1	69	38
Langston	0	0	0	0	0	0
Leeds-Jefferson	277	201	4	4	118	71
Leeds-Shelby	3	5	0	0	1	0
Leeds-St. Clair	46	68	0	0	15	22
Leesburg	33	29	0	0	7	7
Leighton	3	5	0	0	0	0
Lester	0	1	0	0	0	0
Level Plains	15	7	0	0	1	2

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Lexington	15	12	0	0	9	5
Libertyville	1	1	0	0	0	0
Lincoln	203	187	2	5	72	85
Linden	16	1	0	0	3	1
Lineville	19	11	0	1	7	5
Lipscomb	0	2	0	0	0	1
Lisman	3	2	0	0	0	0
Littleville	0	0	0	0	0	0
Livingston	77	103	0	0	24	15
Loachapoka	0	1	0	1	0	0
Lockhart	0	0	0	0	0	0
Locust Fork	8	12	0	0	0	9
Louisville	4	32	0	0	2	4
Lowndesboro	4	1	0	0	7	1
Loxley	5	9	0	0	3	2
Luverne	72	58	0	0	22	28
Lynn	0	0	0	0	0	0
Madison-Limes	1	0	0	0	0	0
Madison-Madison	597	663	2	1	142	200
Madrid	4	0	0	0	3	0
Malvern	12	22	0	0	8	13
Maplesville	17	15	0	0	10	4
Margaret	4	1	0	0	5	0
Marion	35	38	1	0	11	16
Maytown	1	2	0	0	1	0
McIntosh	7	0	0	0	3	0
McKenzie	4	2	0	0	1	0
McMullen	0	0	0	0	0	0
Memphis	0	0	0	0	0	0
Mentone	2	2	0	0	0	2
Midfield	228	124	0	0	53	16
Midland City	55	36	0	0	28	13
Midway	4	4	0	0	1	3
Millbrook	214	199	0	0	73	55
Millport	1	0	0	0	0	0
Millry	7	5	0	0	4	7
Mobile	9,328	9,152	18	23	2,578	2,291
Monroeville	162	129	0	0	70	54
Montevallo	95	74	0	0	33	14
Montgomery	9,900	9,330	12	19	3,071	2,536
Moody	181	190	0	4	58	72
Moores Crossroad	0	0	0	0	0	0
Mooresville	0	0	0	0	0	0
Morris	17	20	0	0	11	12
Mosses	1	0	0	0	0	0
Moulton	100	41	1	2	31	14
Moundville-Hale	41	39	0	0	14	8
Moundville-Tusc	2	1	0	0	0	0
Mount Vernon	25	12	0	0	7	7
Mountain Brook	519	530	1	0	88	105

COMPARATIVE CITY STATISTICS
1999 vs 2000

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Mountainboro	4	2	0	0	9	0
Mulga	7	2	0	0	3	1
Muscle Shoals	639	593	3	0	172	168
Myrtlewood	1	0	0	0	1	0
Napier Field	1	0	0	0	0	0
Nauvoo	1	2	0	2	0	1
Nectar	3	4	0	0	0	4
Needham	0	0	0	0	0	0
New Brockton	11	0	0	0	5	0
New Hope	45	45	3	0	21	12
New Site	8	6	0	0	1	6
Newbern	1	1	0	0	0	0
Newsome	0	0	0	0	0	0
Newton	19	4	0	0	4	0
Newville	0	0	0	0	0	0
North Courtland	0	1	0	0	0	0
North Johns	0	0	0	0	0	0
Northport	1,032	1,043	1	4	299	296
Notasulga-Lee	0	0	0	0	0	0
Notasulga-Macon	10	15	0	0	2	5
Oak Grove	33	18	0	1	23	6
Oak Hill	0	0	0	0	0	0
Oakman	1	3	0	0	0	0
Odenville	9	1	0	1	4	2
Ohatchee	19	23	0	0	18	8
Oneonta	200	197	3	0	61	62
Onycha	4	3	0	0	3	2
Opelika	1,121	1,077	2	2	459	363
Opp	158	66	2	0	59	26
Orange Beach	127	147	1	2	44	64
Orrville	4	3	0	0	0	0
Owens Crossroads	1	3	0	0	0	0
Oxford	288	191	1	1	88	29
Ozark	460	427	4	6	121	116
Paint Rock	2	1	0	0	0	0
Parrish	0	0	0	0	0	0
Pelham	1,123	970	0	5	258	210
Pell City	255	272	2	0	65	83
Pennington	2	3	0	0	2	0
Petrey	1	0	0	0	0	0
Phenix City	1,349	1,400	2	4	572	425
Phil Campbell	8	20	0	0	7	6
Pickensville	0	7	0	1	0	5
Piedmont	118	102	1	0	52	44
Pinckard	4	2	0	0	2	3
Pine Apple	0	0	0	0	0	0
Pine Hill	33	23	1	0	14	10
Pine Ridge	0	2	0	0	0	1
Pisgah	5	6	0	0	2	0
Pleasant Grove	98	71	0	0	18	13

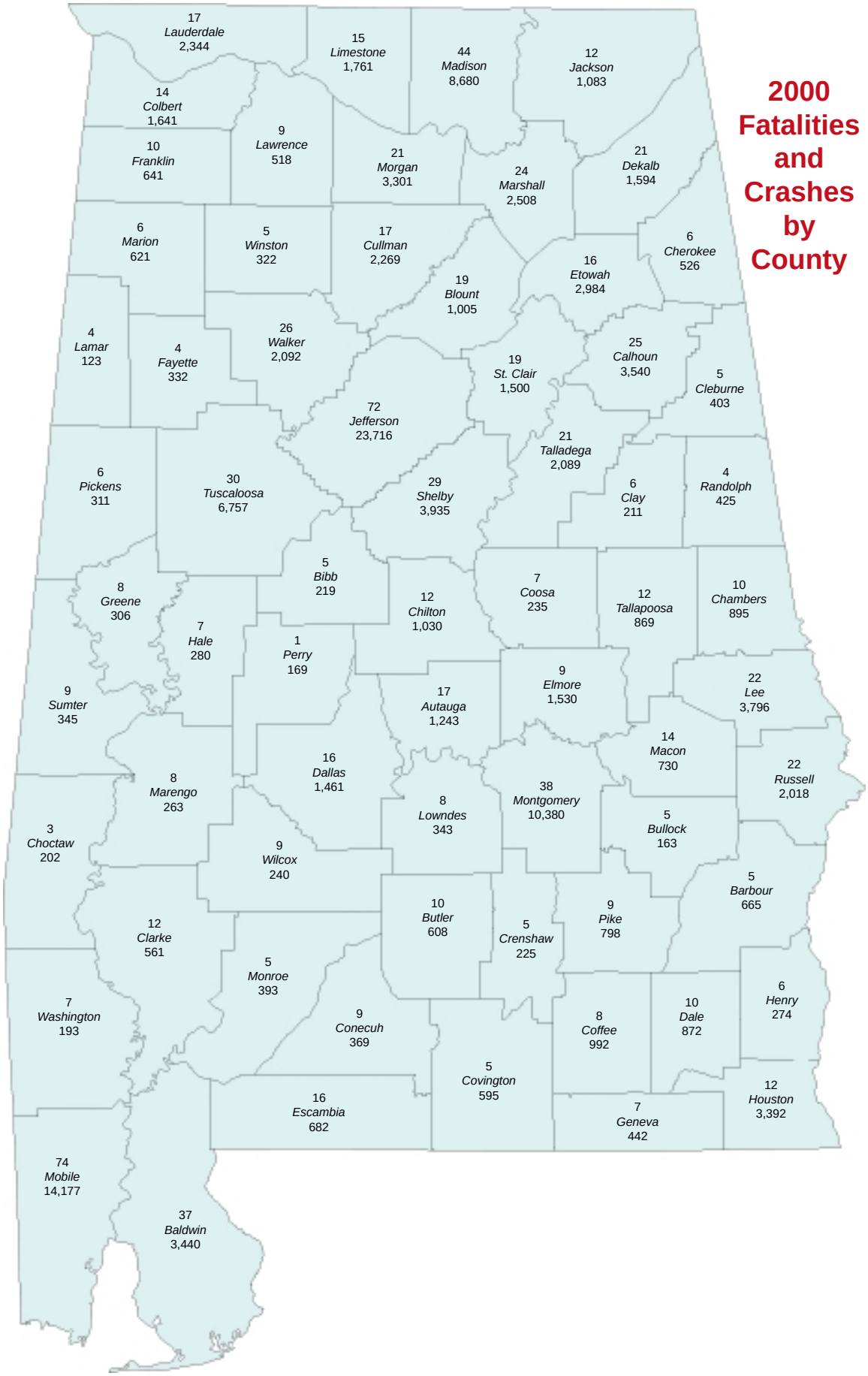
	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Pollard	0	0	0	0	0	0
Powells Crossroads	3	3	0	0	0	4
Prattville-Autauga	693	716	1	3	215	210
Prattville-Elmore	34	33	0	0	7	12
Priceville	83	81	1	0	27	19
Prichard	823	942	4	4	243	364
Providence	10	9	0	0	7	6
Ragland	4	0	0	0	3	0
Rainbow City	288	268	1	0	84	76
Rainsville	120	89	1	0	55	21
Ranburne	17	8	0	0	1	2
Red Bay	69	55	0	0	21	14
Red Level	1	1	0	1	1	2
Reece City	10	8	1	0	9	7
Reform	59	54	0	1	16	17
Repton	0	2	0	0	0	0
Ridgeville	0	0	0	0	0	0
River Falls	4	3	0	0	1	2
Riverside	15	15	0	1	12	8
Riverview	0	0	0	0	0	0
Roanoke	170	165	0	0	36	54
Robertsdale	154	116	5	0	30	26
Rockford	0	0	0	0	0	0
Rogersville	50	39	1	0	19	14
Roosevelt City	0	0	0	0	0	0
Rosa	7	3	0	0	6	4
Russellville	271	270	2	0	92	113
Rutledge	15	12	0	0	3	7
Saint Florian	30	29	0	0	6	7
Samson	35	30	0	0	13	11
Sand Rock	13	13	0	0	5	6
Sanford	7	8	0	0	1	2
Saraland	430	406	0	2	131	100
Sardis City	50	52	0	0	26	23
Satsuma	70	63	0	0	32	17
Scottsboro	522	493	2	2	165	168
Section	22	28	0	0	4	7
Selma	854	857	1	3	213	229
Sheffield	417	413	1	1	103	126
Shiloh	0	4	0	0	0	2
Shorter	0	0	0	0	0	0
Silas	3	0	0	0	0	0
Siluria	0	0	0	0	0	0
Silverhill	31	23	0	0	10	8
Sipsey	1	4	0	0	0	2
Skyline	13	22	0	1	9	11
Slocomb	21	9	0	0	3	2
Snead	25	26	0	0	7	6
Somerville	19	16	1	0	2	4
Southside	93	119	0	2	17	33

COMPARATIVE CITY STATISTICS
1999 vs 2000

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Springville	50	58	0	0	15	20
Steele	5	8	0	0	2	3
Stevenson	1	0	0	0	1	0
Sulligent	0	5	0	0	0	4
Sumiton	132	150	1	2	37	22
Summerdale	62	66	0	2	26	35
Susan Moore	8	9	0	0	4	3
Sweet Water	4	1	0	0	0	0
Sylacauga	421	423	1	0	115	123
Sylvan Springs	3	1	0	0	0	0
Sylvania	22	15	0	0	10	6
Talladega	387	402	0	2	113	139
Talladega Springs	0	0	0	0	0	0
Tallassee	136	112	1	0	58	28
Tarrant City	261	285	0	1	54	76
Taylor	0	0	0	0	0	0
Thomaston	3	5	0	0	2	1
Thomasville	115	104	0	0	45	30
Thorsby	14	12	0	0	6	2
Town Creek	25	14	0	0	15	6
Toxey	2	2	0	0	1	1
Trafford	0	2	0	0	0	0
Triana	2	0	0	0	3	0
Trinity	7	11	0	0	5	6
Troy	503	476	3	2	96	100
Trussville	500	557	1	1	154	165
Tuscaloosa	4,381	4,114	13	4	1,241	1,101
Tuscumbia	276	257	4	0	85	49
Tuskegee	224	203	1	0	86	74
Union	0	1	0	0	0	1
Union Grove	4	1	0	0	0	3
Union Srings	1	0	0	0	2	0
Uniontown	1	0	0	0	0	0
Valley	292	247	4	0	112	79

	Number of Crashes		Number of Persons Killed		Number of Persons Injured	
City	1999	2000	1999	2000	1999	2000
Valley Head	0	3	0	0	0	0
Vance	6	4	3	0	3	1
Vernon	0	1	0	0	0	0
Vestavia Hills	557	603	0	0	106	88
Vina	1	3	0	0	0	3
Vincent	2	0	0	0	0	0
Vinemont	12	7	0	0	5	0
Vredenburgh	1	1	0	0	1	0
Wadley	0	2	0	0	0	0
Waldo	10	6	0	0	2	0
Walnut Grove	19	21	0	0	16	10
Warrior	2	3	0	0	0	0
Waterloo	1	1	0	0	0	2
Waverly-Chambers	3	0	0	0	5	0
Waverly-Lee	0	0	0	0	0	0
Weaver	29	17	0	0	6	3
Webb	1	5	0	0	0	3
Wedowee	28	22	0	0	12	12
West Blocton	0	0	0	0	0	0
West Jefferson	1	1	0	0	0	0
West Point	9	13	0	0	7	4
Weston	0	0	0	0	0	0
Wetumpka	313	270	4	0	84	74
Whitehall	7	0	3	0	2	0
Whites Chapel	0	0	0	0	0	0
Wilmer	0	0	0	0	0	0
Wilsonville	2	6	0	0	2	2
Wilton	9	2	0	0	7	1
Winfield-Fayette	7	11	1	1	4	6
Winfield-Marion	129	120	2	1	55	36
Woodland	6	10	0	0	0	2
Woodville	4	13	0	0	2	8
York	25	17	3	0	3	6

2000 Fatalities and Crashes by County



Comparative Holiday Statistics

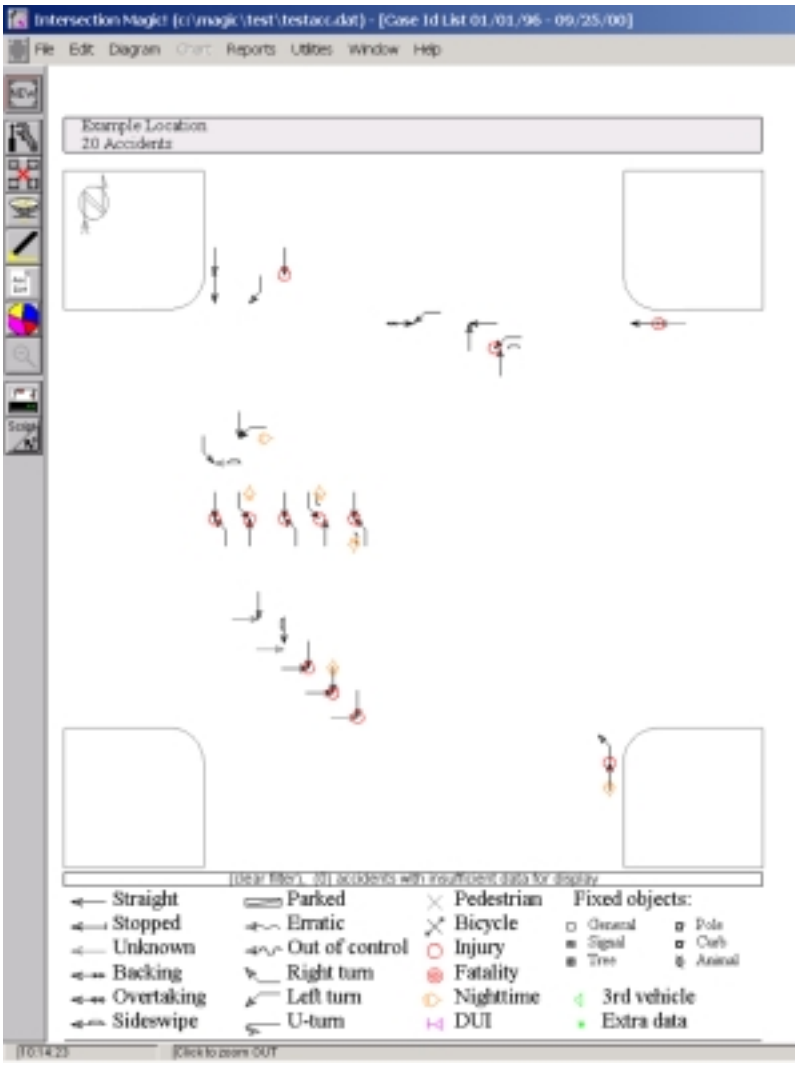
1999 vs 2000

HOLIDAY	YEAR	KILLED	PERIOD
New Year	1999	5	6PM, Thurs., December 31, 1998 until 11:59 PM, Sun., January 3, 1999 (78 hrs)
	2000	8	6PM, Thurs., December 30, 1999 until 11:59 PM, Sun., January 2, 2000 (78 hrs)
Memorial Day	1999	16	6PM, Fri., May 28, 1999 until 11:59 PM, Mon., May 31, 1999 (78 hrs)
	2000	8	6PM, Fri., May 26, 2000 until 11:59 PM, Mon., May 29, 2000 (78 hrs)
July 4th	1999	12	6PM, Fri., July 2, 1999 until 11:59 PM, Mon., July 5, 1999 (78 hrs)
	2000	20	6PM, Fri., June 30, 2000 until 11:59 PM, Tues., July 4, 2000 (102 hrs)
Labor Day	1999	9	6PM, Fri., September 3, 1999 until 11:59 PM, Mon., September 6, 1999 (78 hrs)
	2000	6	6PM, Fri., September 1, 2000 until 11:59 PM, Mon., September 4, 2000 (78 hrs)
Thanksgiving	1999	16	6PM, Wed., November 24, 1999 until 11:59 PM, Sun., November 28, 1999 (102 hrs)
	2000	16	6PM, Wed., November 22, 2000 until 11:59 PM, Sun., November 26, 2000 (102 hrs)
Christmas	1999	7	6PM, Thurs., December 23, 1999 until 11:59 PM, Sun., December 26, 1999 (78 hrs)
	2000	6	6PM, Fri., December 22, 2000 until 11:59 PM, Mon., December 25, 2000 (78 hrs)

CARE INTERSECTION MAGIC

"Saving lives since 1982…"

The Critical Analysis Reporting Environment (CARE) program is one of the most advanced crash analysis systems available, providing information mining and improved visualization in its graphical displays. The most recent advance is the integration of the *Intersection Magic* package into CARE so that an instantaneous collision diagram can be generated for any location listed by CARE's location analysis tools. The diagram below gives an example of this capability.



The Alabama Department of Transportation, through the University Transportation Center of Alabama, has purchased an ongoing license for *Intersection Magic* that is available to all authorized CARE users. This includes all state and local officials who have signed the appropriate confidentiality agreement (for information, call Waymon Benifield at 334-242-6128). For information on CARE, please visit our website first:

http://care.cs.ua.edu

For more information contact the CARE office at 1-866-349-CARE or email traffic@cs.ua.edu.

"CLICK IT OR TICKET"

*Adapted from the **Click It or Ticket** Brochure*

In an effort to save lives and reduce traffic-related deaths and injuries on our roadways, Governor Don Siegelman launched the Alabama Department of Economic and Community Affair's **Click It or Ticket** campaign in mid May 2001. Through this initiative state, county, and municipal law enforcement agencies conducted massive enforcement of the state's safety belt laws, with special emphasis on public safety checkpoints. The emphasis was on the fact that there will be *zero tolerance* for those who do not wear their seat belts or restrain their child passengers.

Did you know . . .

- Every hour someone dies in America simply because they didn't buckle up.
- The fatality rate for people wearing seat belts in crashes is 1 in 732. The fatality rate for unrestrained individuals is 1 in 40.
- Wearing seatbelts is the most effective means of reducing fatalities and serious injuries in traffic crashes.
- You, or a child, friend, or loved one, are 18 times more likely to die in a crash if riding unrestrained by a seat belt or child restraint device.
- If Alabamians increase seat belt usage from its current rate of 71% to 81%, 87 lives could be saved, 936 injuries could be prevented, and an economic savings of over $97 million in one year!
- Buckling up is required by state law.
- If you don't Click It, you will get a Ticket!

Alabama's Seat Belt Law

- Each front seat occupant of a passenger car manufactured with safety belts in compliance with Federal Motor Vehicle Safety Standard No. 208 shall have a safety belt properly fastened about his body at all times when the vehicle is in motion.

Alabama's Child Passenger Safety Seat Law

- Every person transporting a child under the age of six years in a motor vehicle, shall provide for the protection of the child by properly using a child passenger restraint system meeting applicable federal motor vehicle safety standards.

For more information or comments about **Click It or Ticket**, please contact the Alabama Department of Economic and Community Affairs at (334)242-5804 or visit their website at www.adeca.state.al.us. **Click It or Ticket** is endorsed by the Governor's Office in conjunction with Alabama Department of Economic and Community Affairs.

SEATBELT USAGE REACHES RECORD HIGH

Adapted from ALABAMA'S HEALTH, Vol. 34, No. 6, Feb., 2001

Observational surveys conducted by the Alabama Department of Public Health found that Alabama's safety belt usage rates in 2000 increased to the highest rate ever recorded in the state. The estimated safety belt usage rate was 71%, a 13% increase from the 1999 survey result of just 58%. Child restraint usage rates increased by 17%, from 60% in 1999 to 77% in 2000.

Safety belt restraint usage was observed for 79,000 drivers and passengers within 15 Alabama counties in the 2000 observational survey. Colbert and Madison counties each had a 78 percent safety belt usage rate, the highest rates of the surveyed counties. The survey was a scientifically drawn and conducted sample. In order to insure a fair representation, data from all areas of the state, from small town, to county, to urban roadways, were included.

Dr. Donald Williamson, state health officer, said, "We are very pleased that Alabama's motor vehicle occupants have made this behavior change. This puts Alabama directly in line with the national average for the first time ever, and we attribute this increase to enforcement of the primary seat belt law. Surveyors began seeing the positive effects of the law last January."

During 1999, the Alabama Legislature enacted legislation that made failure to wear safety belts a primary offense. A primary violation is one in which drivers can be stopped for not wearing safety belts. Law enforcement officers began assessing fines for primary offenses in December 1999.

At a news conference on Jan. 17, Dr. Williamson thanked Rep. Jack Hawkins of Jefferson County for his untiring efforts in the introduction and successful passage of safety belt legislation. Rep. Hawkins is proposing legislation in the 2001 regular session to require safety belts for back seat passengers.

Milton Saffold, Program Manager for the Law Enforcement and Traffic Safety Division, Alabama Department of Economic and Community Affairs, related his experience with the issue, stating that he had been protected in a crash by wearing a safety belt. He also related a tragic incident in which the buckled driver of a vehicle survived crashing into a tree while his two unrestrained back seat passengers perished. Connie Beasley, Regional Program Manager for the National Highway Traffic Safety Administration, also addressed the importance of safety belt usage and how her agency supports this cause.

"Safety belts save lives. We have proof of this with safety belt usage increasing to a record level last year," commented Gov. Don Siegelman. "Remember, every time, every trip, every day, buckle up. It's the law."

PROJECT CORRECT

"Every virtue is a mean between two extremes …" – Aristotle

Several years ago Alabama developed a system to allocate roadway safety improvement funds. Called CORRECT, the improved system is still being used to choose roadway locations for improvement roadway throughout the state. The goal of this article is to increase understanding of this process so that citizens, law enforcement and the media will gain a better understanding of it.

The issue in allocating budgets is not at all unique to roadway improvements or traffic safety in general. In fact, it pervades every aspect of public policy, and most private decision-making as well. In this regard, the meaning and application of the word *optimization* should be taught in every high school civics course. As defined in Miriam Webster's Collegiate Dictionary, *optimization* is an act, process, or methodology of making something (as a design, system, or decision) as fully perfect, functional, or effective as possible. This process requires tradeoffs.

There is nothing new about optimization; Aristotle understood that most good things could be taken too far. Applied to traffic safety roadway improvements, it requires recognition that it is impossible to do *everything.* This leads to two primary considerations in this process:

1. There are literally thousands, and perhaps tens of thousands of locations on public roadways within the state that *could* be improved by some countermeasure, and

2. In any given year, the Alabama Department of Transportation (ALDOT) has a *limited* amount of Federal safety funds available for these improvements.

These two factors control the selection and implementation process. The first factor can be illustrated by recognizing the number of fixed objects along any highway or street that could be hit by a vehicle. One could argue that *every* fixed object along a given route should be removed or protected by a cushioning device. This is not a reasonable approach, since all of the safety resources would be spent on just a few roadways. The question is not "can improvements be made?" but, "what are the best possible improvements to make?"

The second fact above is not obvious to most people outside of government. Administrators do not have the power to create new money or to increase funding for safety improvements. Their job is to allocate safety funds that have already been earmarked for this purpose. One might argue that more funding should be allocated to traffic safety, but legislators must consider a wide range of needs within the state to determine the best use and benefit to the public. The reality of this problem is that funding for spot safety improvements is limited and expenditures must be made wisely to maximize the benefits.

This simplifies the problem and enables us to explain the CORRECT process. The problem is solved by *doing the best with what we have.* In other words, allocate the safety funds to those locations throughout the state that will produce the maximum return in terms of safety (both crash frequency and severity reduction). It is not a matter of trading money for lives, but rather saving as many lives as possible with the available Federal safety funds allocated by Congress.

This is a process of optimization, and it can only be accomplished by a *simultaneous consideration of needs over the entire state.* That is, it is impossible to determine if any location will qualify for funding by the consideration of that location in isolation of all other candidate locations.

The diagram below illustrates the CORRECT process:

The process starts when crash records are run through the CARE system to determine those locations that have highest potential for crash/severity reduction. The number of locations considered for improvement is about three times greater than can be funded at this point. Division safety personnel, law enforcement, MPO's, counties, cities or others may add locations to this pool. If you feel a location should be considered, please discuss it with your local Alabama Department of Transportation (ALDOT) Division safety representative.

Crash information for all of these potential locations is generated by CARE and distributed to the ALDOT Divisions who perform investigations at the locations and formulate potential countermeasures. These investigations are documented on standardized "CASE" (Candidate Analysis Site Evaluation) forms, and submitted to Montgomery. They are then converted into potential costs and benefits for each of the proposed countermeasures. The final step is an *optimization* process that essentially "tries out" the billions of combinations of projects that fit within the budget and selects the locations that produce the *maximum total safety benefits statewide.* These become the safety improvements that are funded within ALDOT's Hazard Elimination Safety Program.

DEFINITIONS

The following special terms are used throughout this report, and are provided to clarify the meaning of the data.

1. Accident (or Traffic Accident): (see Crash) At the request of the National Highway Traffic Safety Administration (NHTSA), the word crash or traffic crash is being used instead of "accident" or "traffic accident". The NHTSA wishes to impress upon the general public that these mishaps are not purely chance events.

2. Alcohol Involvement Crash: Any motor vehicle crash in which a driver, pedestrian, or bicyclist had consumed alcohol.

3. Crash (or Traffic Crash): An unintended event involving a motor vehicle that causes death, injury, or property damage.

4. Driving Under the Influence (DUI): Current Alabama Code defines it as follows:

   (Section 35-SA-191)

   A person shall not drive or be in actual physical control of any vehicle while:

   (1) There is 0.08 percent or more by weight of alcohol in his blood:

   (2) Under the influence of alcohol:

   (3) Under the influence of a controlled substance to a degree which renders him incapable of safely driving: or

   (4) Under the combined influence of alcohol and a controlled substance to a degree which renders him incapable of safely driving.

5. Economic Loss: A reasonable estimate of the costs associated with crashes, based upon current National Safety Council estimates of the loss to society for each fatality, injury, and/or property damage crash.

6. Fatality: A person who dies as the result of a motor vehicle traffic crash. (For record-keeping purposes, the death must occur within 30 days of the accident.)

7. Fatal Crash A motor vehicle traffic crash which causes the death of one or more persons.

8. First Harmful Event: The first event (often in a series of events) involving a motor vehicle which causes death, injury, or property damage.

9. Hit-Other-Vehicle: A type of collision in which the first harmful event involves a collision between two or more vehicles.

10. Injury: A person sustaining injuries as the result of a motor vehicle traffic crash. This includes victims with the extent of injury of severe wound, other visible injury, or complaint of pain. Victims killed are not included in the injury category.

11. Mileage Death Rate: The number of fatalities per 100 million miles of vehicle travel.

12. Motor Vehicle: Any motorized (mechanically or electrically powered) vehicle not operated on rails.

DEFINITIONS

13. Other Non-Collision: An event during a crash sequence which does not involve a collision with another vehicle or object. Examples include but are not limited to collapse of a bridge, passenger inhalation of gas, or fire and/or explosion within a vehicle.

14. Overturning: An crash in which the overturning of a vehicle was the first harmful event.

15. Pedalcycle: A non-motorized vehicle propelled by pedaling (bicycle, tricycle, etc.)

16. Primary Contributing Circumstance: The main cause of an crash.

17. Rural (or Rural Area): All areas that are not incorporated.

18. Type of Crash: The category which best describes the general type of collision which was the first event.

19. Urban (or Urban Area): Any incorporated area.

20. Vehicle Miles Travelled: The estimated total number of miles driven during the year by all vehicles within the state.

INDEX

INDEX

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